

# **US 395 Safe Highway Coalition**

## **FINAL REPORT**

Volume 5 of 6

PT0507 SAFE HIGHWAY COALTIONS

March 2008



Department of California Highway Patrol  
Special Projects Section

## TABLE OF CONTENTS

Key Personnel .....	ii
U.S. 395 Safe Highway Coalitions Task Force Members .....	iii
Credits .....	vi
Disclaimer .....	vii
Executive Summary .....	viii
Introduction .....	1
Background .....	1
Project Goals .....	3
Project Objectives .....	5
Project Description .....	12
Methodology/Chronology .....	13
Problems .....	13
Results .....	14
Cost Effectiveness .....	15
Recommendations .....	15

## ANNEXES

Annex A .....	State Highway Coalitions, PT0507, Project Agreement
Annex B .....	Safety Action Plan
Annex C .....	Project Operational Plan
Annex D .....	Press Release
Annex E .....	News Articles
Annex F .....	Promotional Items
Annex G .....	Rack Cards: English and Spanish

# DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

## SAFE HIGHWAY COALITIONS, PT0507

### KEY PERSONNEL\*

Key California Highway Patrol (CHP) personnel involved in the project include:

#### **Executive Management**

M. L. Brown, Commissioner  
J. A. Farrow, Deputy Commissioner  
Arthur Anderson, Assistant Commissioner, Field  
K. P. Green, Assistant Commissioner, Staff

#### **Project Staff**

##### Project Director

J. E. McLaughlin, Chief  
Planning and Analysis Division

##### Project Evaluator

R. M. Nannini, Staff Services Manager III  
Commander, Special Projects Section

##### Project Manager

Lujuanna Lopez, Lieutenant  
Special Projects Section

##### Project Coordinators

M. Hoshida, Associate Transportation Planner  
Special Projects Section

##### Project Fiscal Accounting Manager

L. A. Paolini, Chief  
Administrative Services Division

##### Project Grant Coordinator

L. D. Sullivan, Associate Governmental Program Analyst  
Special Projects Section, Grants Management Unit

##### Project Artist

W. Kubo, Senior Graphic Artist  
Departmental Training Division, Academy

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\*Personnel are listed as they were assigned on the project ending date December 31, 2007.

## **U.S. 395 SAFE HIGHWAY COALITION TASK FORCE MEMBERS**

<b>Doug Rich</b>	Task Force Chair California Highway Patrol Victorville Area
<b>Tim Anderson</b>	Highway Radio Stations
<b>John Ashton</b>	California Department of Transportation District 8
<b>Michael Black</b>	California Highway Patrol Barstow Area
<b>Danielle Boldt</b>	Adelanto Police Department
<b>Bruce Bonnett</b>	California Highway Patrol Inland Division Air Operations Unit
<b>Ron Browne</b>	Victorville Police Department
<b>Adam Cortinas</b>	California Highway Patrol Barstow Area
<b>Joe Cusimano</b>	Hesperia Police Department
<b>Jessie Flores</b>	Supervisor Bill Postmus' Office
<b>Greg Foster</b>	Hesperia Police Department
<b>Ryan Graham</b>	San Bernardino Association of Governments
<b>Meriko Hoshida</b>	California Highway Patrol Special Projects Section
<b>Russell Johnson</b>	Senator Roy Ashburn's Office
<b>Terri Kasinga</b>	California Department of Transportation District 8
<b>John Mattke</b>	Victorville Police Department

**U.S. 395 SAFE HIGHWAY COALITION TASK FORCE MEMBERS  
(continued)**

<b>Dee McClure</b>	California Department of Transportation District 8
<b>Oscar Medillin</b>	California Highway Patrol Barstow Area
<b>Dennis Morris</b>	Assembly Member Sharon Runner's Office
<b>Cliff Raynolds</b>	Victorville Police Department
<b>Don Riser</b>	Victorville Police Department
<b>LeAnn Roberts</b>	Senator George Runner's Office
<b>Steve Robinson</b>	California Highway Patrol Barstow Area
<b>Theresa Sasis</b>	California Department of Transportation District 8
<b>Paul Schaeffer</b>	California Highway Patrol Victorville Area
<b>Marlene Schneider</b>	Assembly Member Dennis Mountjoy's Office
<b>Mike Schwab</b>	California Highway Patrol Inland Division Air Operations Unit
<b>Mike Sim</b>	California Department of Transportation District 8
<b>Denise Simmons</b>	Highway 395 Task Force
<b>James Stalnaker</b>	San Bernardino County Sheriff's Department
<b>Ross Tarangle</b>	Hesperia Police Department
<b>Michael Torres</b>	California Highway Patrol Barstow Area

## **CREDITS**

This project is part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety (OTS), the National Highway Traffic Safety Administration, and the State of California.

Personnel responsible for the successful project completion included C. J. Murphy, Director, OTS; M. Meadows, Assistant Director of Operations, OTS; J. Schilling, Operations Coordinator, OTS; and C. S. Gunter, Staff Services Manager I, Special Projects Section (SPS), Grants Management Unit, California Highway Patrol.

M. Hoshida, Associate Transportation Planner, SPS, coordinated the Safe Highway Coalitions Project.

**U.S. 395 SAFE HIGHWAY COALITION TASK FORCE MEMBERS  
(continued)**

<b>Steve Urrea</b>	California Highway Patrol Barstow Area
<b>Steve White</b>	California Highway Patrol Victorville Area
<b>Joette Wilson</b>	California Highway Patrol Border Division
<b>Ron Wren</b>	Adelanto Police Department
<b>Chet Yun</b>	California Highway Patrol Victorville Area

## **DISCLAIMER**

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California, the National Highway Traffic Safety Administration, or the Federal Highway Administration.



**SAFE HIGHWAY COALITIONS  
CORRIDOR 5 – U.S. 395 SAFE HIGHWAY COALITION**

CALIFORNIA

<b>PROGRAM AREA(S)</b> Police Traffic Services	<b>PROJECT CHARACTERISTICS</b> Reduction of reportable collisions through increased enforcement, establishment of a task force, and a public education campaign.
<b>TYPE OF JURISDICTION</b> Victor Valley Region which includes the cities of Adelanto, Apple Valley, Hesperia, Lucerne Valley, Oak Hills, Phelan, and Wrightwood.	<b>JURISDICTION SIZE</b> 266,545
<b>TARGETED POPULATIONS</b> Motor Vehicle Drivers	

**PROBLEM IDENTIFICATION**

An identified traffic safety problem existed on United States Highway 395 (US 395) between mileposts 3.98 to 66.0 within the California Highway Patrol (CHP) Victorville and Barstow Areas. Unsafe speed and unsafe passing were consistently the two primary collision factors. Accordingly, this project used the “corridor” approach to positively impact traffic safety. Through the use of a task force, problems were identified and solutions were developed and implemented. Additionally, enhanced enforcement efforts, coupled with a strong public awareness campaign, were directed toward corridor drivers.

**PROJECT GOALS**

1. **To reduce the number of fatal victims on high-collision highways for each corridor. Corridor 5 – by April 30, 2007. Exact goals will be established after each corridor task force’s initial meeting. Corridor 5 – by May 31, 2006.**  
**Result: Accomplished.** The Corridor 5 quantifiable goal was established during the April through June 2006 reporting period. The goal was to reduce the number of fatal victims on Corridor 5 by 5 percent from 18 to 17 by April 30, 2007. Statewide Integrated Traffic Records Systems (SWITRS) data indicate a total of 8 fatal victims on the corridor. This is a 56 percent decrease when compared to the average number of fatal victims for the same months during the January 1, 2004, through December 31, 2004, base period.
2. **To reduce the number of injured victims on high-collision highways for each corridor. Corridor 5 – by April 30, 2007. Exact goals will be established after each corridor task force’s initial meeting. Corridor 1 – by May 31, 2006.**  
**Result: Accomplished.** The Corridor 5 quantifiable goal was established during the April through June 2006 reporting period. The goal was to reduce the number of injured victims on Corridor 5 by 5 percent, from 151 to 143 by April 30, 2007. SWITRS data indicate a total of 78 injury victims on the corridor. This was a 48 percent decrease when compared to the average number of injury victims for the same months during the January 1, 2004, through December 31, 2004, base period.

**PROJECT OBJECTIVES**

1. **To select six corridors recommended by CHP Divisions, based upon input from CHP Areas, Caltrans Districts, and regional transportation planning agencies by July 31, 2006.**  
**Result: Accomplished.** Corridor 5 was selected by the objective due date.

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## EXECUTIVE SUMMARY

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2. **To provide Office of Traffic Safety (OTS) with the required documentation of local support for each corridor. Corridor 5 – by April 30, 2006.**  
**Result:** Accomplished. A letter of local support was sent to OTS in April 2006.
3. **To issue an operational plan for each corridor, establishing the method of operation and the policies applicable to carry out the grant program. Corridor 5 – by February 28, 2006.**  
**Result:** Accomplished. The Corridor 5 operational plan was issued on February 28, 2006, and was attached to the January through March 2006 quarterly report.
4. **To conduct a language assessment of the project's service area to determine needs for materials in languages other than English for each corridor. Corridor 5 – by April 30, 2006.**  
**Result:** Not Accomplished. Deadline missed. The Corridor 5 language assessment in May 2006 indicated English and Spanish are the two primary languages in the Victorville Area. Educational materials were printed in English and Spanish.
5. **Task force members will be identified and the initial meeting for each corridor will be scheduled. Corridor 5 – by February 28, 2006.**  
**Result:** Accomplished. The Corridor 5 task force members were identified by February 28, 2006, and the initial meeting was conducted on July 20, 2006.
6. **To conduct a minimum of four task force/coalition meetings during each corridor's Implementation Phase. Corridor 5 – by April 30, 2007.**  
**Result:** Not Accomplished. The Corridor 5 task force met only three times during its Implementation Phase.
7. **To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the respective corridor, and to identify potential short- and/or long-term solutions to the factors. Corridor 5 – by October 31, 2006.**  
**Result:** Accomplished. The Corridor 5 task force identified four factors, including conditions and behaviors, negatively impacting traffic safety on the corridor, and identified potential short- and/or long-term solutions to the factors.
8. **To implement at least two potential solutions per corridor within 12 months after each initial task force/coalition convenes. Corridor 5 – by April 30, 2007.**  
**Result:** Accomplished. The Corridor 5 task force implemented the first two potential solutions for the corridor by April 30, 2007.
9. **To deploy officers on allocated project-funded overtime (4,966 hours) along appropriate routes to enforce traffic violations consistent with identified "top five" reportable collision primary collision factors (PCF) during the Implementation Phase for each corridor. Corridor 5 – ending April 30, 2007.**  
**Result:** Not Accomplished. Corridor 5 deployed 3,345.75 officer hours on the corridor.
10. **To conduct a public awareness campaign to include:**
  - a. **Issuance of a news release announcing the kick-off of the project for each corridor. Corridor 5 – by April 30, 2006.**  
**Result:** Not Accomplished. Deadline missed. Corridor 5 issued its news release announcing the kick-off of the project on May 8, 2006.
  - b. **To develop a project logo for each corridor. Corridor 5 – by April 30, 2006.**  
**Result:** Accomplished. Corridor 5 is utilizing the existing logo for its successful U.S. 395 corridor.
  - c. **To conduct at least one public affairs officer (PAO) presentation per month during each corridor's Implementation Phase. Corridor 5 – May 1, 2006, through April 30, 2007.**  
**Result:** Not Accomplished. Corridor 5 was unable to provide presentations for the months of July 2006 and March 2007 due to workload priorities. However, the PAO provided at least one

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## EXECUTIVE SUMMARY

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presentation for the months of April through June 2006, August through December 2006, January through February 2007, and April 2007.

11. **To produce/air public service announcements (PSA) and paid media ads by December 31, 2007.**

**Result: Not Applicable.** Corridor 5 conducted its public education efforts through local events and safety presentations. No PSAs or paid media were utilized for this corridor.

12. **To describe and assess separately the effectiveness of paid and donated TV/radio airtime messages by providing:**

- a. **Number of PSAs produced.**
- b. **Subject of each PSA.**
- c. **Number of airings for each PSA.**
- d. **Total size of audience reached.**
- e. **Total cost or donated value.**

**Result: Not Applicable.** Corridor 5 conducted its public education efforts through local events and safety presentations. No paid or donated TV/radio airtime messages were utilized for this corridor.

13. **To describe and assess separately the effectiveness of paid and donated printed messages by providing:**

- a. **Number of messages produced.**
- b. **Subject of each message.**
- c. **Number of printings for each message.**
- d. **Total size of audience reached.**
- e. **Total cost or donated value.**

**Result: Not applicable.** Corridor 5 conducted its public education efforts through local events and safety presentations. No PSAs or paid media were utilized for this corridor.

14. **To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and Business Transportation and Housing logos. Materials are to be distributed at appropriate venues for each corridor.**

**Corridor 5 – by April 30, 2007.**

**Result: Accomplished.** Requisitions for the purchase of educational materials were processed. Educational materials were distributed at appropriate venues and events.

15. **To develop and include with each Final Report a *Safety Action Plan* addressing the traffic safety issues specific to each corridor. Corridor 5 – by February 28, 2008.**

**Result: Not Accomplished. Deadline missed.** The *Safety Action Plan* was included in the Final Report which was submitted to Grants Management Unit (GMU) in March, 2008.

## **STRATEGIES AND ACTIVITIES**

The project deployed special enforcement unit personnel from the CHP Victorville and Barstow Areas and Victorville, Adelanto, and Hesperia Police Departments. The deployments focused enforcement efforts on collisions on US 395. Passing safely and driving at safe speeds were emphasized in the public awareness campaign.

## **SAFE HIGHWAY COALITIONS PROJECT NUMBER PT0507**

### **CORRIDOR 5 – U.S 395 SAFE HIGHWAY COALITION**

#### **INTRODUCTION**

The National Highway Traffic Safety Administration (NHTSA), through the California Office of Traffic Safety (OTS), authorized the Department of the California Highway Patrol (CHP) to develop and implement the Safe Highway Coalitions, project number PT0507. Funding for the entire project as of this Final Report was \$2,211,687.83.

The multidisciplinary corridor safety coalitions, each of which work together to gain an understanding of the problems on a particular corridor and then support and implement solutions, have proven to be a dynamic way of improving traffic safety, both in the short and long-term.

This report was prepared in accordance with the PT0507 Project Agreement established between the CHP, OTS, and NHTSA. The Project Agreement is contained in Annex A.

#### **BACKGROUND**

In California, with more than 4,300 killed and almost 300,000 injured annually on the state's roadways, reducing traffic fatalities and injuries is a challenge for the CHP whose responsibility is to enforce traffic laws on more than 150,000 miles of state and local public roadways. As a means to address this challenge, the CHP has adopted enforcement, education, and engineering efforts through the implementation of its safety corridor program. The safety corridor program has helped build collaborative partnerships to meet the challenge of maintaining traffic safety on California roadways. The CHP has found that building partnerships is vital because drivers cross jurisdictions, and no single entity working alone can solve all traffic safety problems or address all traffic safety needs. With the implementation of the safety corridor program in 1992, the CHP has been able to target road segments or corridors with a high number of traffic collisions. Throughout the state the targeted locations have benefited significantly from this collaborative approach.

United States Highway 395 (U.S. 395) in San Bernardino County, within the CHP Victorville and Barstow Areas, was selected as the first highway safety corridor (Corridor 1) in PT0507. During the Implementation Phase (April 1, 2005, to March 31, 2006) for Corridor 1 the project achieved a 50 percent decrease in fatal victims and a 25 percent decrease in injury victims. Buoyed by this success, the task force requested a second year of grant funding as a safety corridor to further imprint changes in driver behavior. Consequently, U.S. 395 was selected as Corridor 5 in PT0507. The Implementation Phase for Corridor 5 was from May 1, 2006, to April 30, 2007. Enhanced enforcement during the second year was focused on the same segment of U.S. 395—20 miles north of Kramer's Junction to its junction with Interstate 15 at the southern end—as was designated during the first year of grant-funding as Corridor 1.

With the combined population of Adelanto, Apple Valley, Hesperia, and Victorville growing by 35 percent in just the last five years (70,000 people), U.S. 395 is suffering from “growing pains” which is typical of many roadways in California. Traffic volumes have increased with the population growth and segments on existing roadways are taxed beyond their original designed capacity.

The realignment of U.S. 395 has long been considered as a possible solution to accommodate current and future local traffic demands. Population forecasts indicate the Victor Valley could reach one million residents with the next several decades. A 2001 project study report by Caltrans predicts the traffic volumes on some segments of U.S. 395 to increase between 200 and 400 percent between now and 2030. A realigned highway could upgrade the U.S. 395 to a freeway/expressway and be able to accommodate forecasted demands.



In 2006, Caltrans initiated an Environmental Impact Report/Environmental Impact Statement (EIR/EIS). This EIR/EIS is for the full U.S. 395 corridor (44 miles), which extends north of State

Route 58 to Farmington Road. Completion of this EIR/EIS has been estimated to be in 2011 or 2012. The EIR/EIS will identify and evaluate alternate alignments using technical studies and input from public and local jurisdictions and will preserve the right-of-way for these realignments. Cost estimates for the construction of the realignment are \$1 to \$1.2 billion. Because of the scope and cost of this project, initiation of the actual construction of the realignment may be as long as 15 to 20 years away. Because of the long timeframe projected for the initiation of actual construction, Caltrans has continued its focus on making improvements to the existing U.S. 395.

## **PROJECT GOALS**

### **GOALS:**

**1. To reduce the number of fatal victims on high-collision highways for each corridor.**

- **Corridor 5 – by April 30, 2007**

**Exact goals will be established after each corridor task force's initial meeting.**

- **Corridor 5 – by May 31, 2006**

**Result: Accomplished.** The Corridor 5 quantifiable goal was established during the April through June 2006 reporting period. The goal was to reduce the number of fatal victims on Corridor 5 by 5 percent from 18 to 17 by April 30, 2007.

**2. To reduce the number of injured victims on high-collision highways for each corridor.**

- **Corridor 5 – by April 30, 2007**

**Exact goals will be established after each corridor task force's initial meeting.**

- **Corridor 5 – by May 31, 2006**

**Result: Accomplished.** The Corridor 5 quantifiable goal was established during the April through June 2006 reporting period. The goal was to reduce the number of injured victims on Corridor 5 by 5 percent, from 151 to 143 by April 30, 2007.

Corridor 5		
Corridor to be identified by: 7-31-06		
Goal to be quantified by: 5-31-06		
Quantified goal statements:		
Goal 1	To reduce the number of fatal victims on high collision highways by 5 percent, from 18 to 17 as compared to the average number, 18, that occurred during the same months from January 1, 2004, through December 31, 2004, by April 30, 2007.	
Goal 2	To reduce the number of injured victims on high collision highways by 5 percent, from 151 to 143 as compared to the average number, 151, that occurred during the same months from January 1, 2004, through December 31, 2004, by April 30, 2007.	
Corridor Description: Highway 395 in San Bernardino County (Post Mile 3.98 to 66.00).		
Reporting Period 2006/2007	Actual <sup>1</sup>	
	Fatal Victims	Injured Victims
May 2006	0	7
June 2006	0	6
July 2006	4	7
August 2006	0	10
September 2006	0	3
October 2006	1	3
November 2006	1	9
December 2006	0	2
January 2007	0	8
February 2007	2	15
March 2007	0	6
April 2007	0	2
To Date Totals	8	78
Average # of Fatalities/ Injuries During the Base Period Experienced for the Same Months	18	151
To Date Total +/- Difference from Base	-10	-73
To Date Totals % Difference from Base <sup>2</sup>	-56%	-48%
Average # of Fatalities/ Injuries During the Base Period January 1, 2004, to December 31, 2004	18	151

<sup>1</sup> Official Statewide Integrated Traffic Records System (SWITRS) data is normally available within approximately six to eight months after the end of each reporting period.

<sup>2</sup> Figures are rounded to the nearest tenth of a percentage point, and indicate overall project performance through the end of the reporting period compared to the base period averages through the end of the same period.



**Result:**

**Goal 1: Accomplished.** SWITRS data for the period of May 1, 2006, through April 30, 2007, indicate a total of eight fatal victims on the corridor. This is a 56 percent decrease when compared to the average number of fatal victims for the same months during the January 1, 2004, through December 31, 2004, base period.

**Goal 2: Accomplished.** SWITRS data for the period of May 1, 2006, through April 30, 2007, indicate a total of 78 injured victims on the corridor. This is a 48 percent decrease when compared to the average number of injured victims for the same months during the January 1, 2004, through December 31, 2004, base period.

**PROJECT OBJECTIVES**

1. **To select six corridors recommended by CHP Divisions, based upon input from CHP Areas, Caltrans Districts, and regional transportation planning agencies by July 31, 2006.**

**Result: Accomplished.** Corridor 5 was selected by the objective due date.

2. **To provide the OTS with the required documentation of local support for each corridor.**

- **Corridor 5 – by April 30, 2006**

**Result: Accomplished.** The Corridor 5 letter of support was sent to OTS in April 2006.

3. **To issue an operational plan for each corridor, establishing the method of operation and the policies applicable to carry out the grant program.**

- **Corridor 5 – by February 28, 2006**

**Corridor Operational Plan**

	Due Date	Date Issued
Corridor 5	2-28-06	2-28-06

**Result: Accomplished.** The Corridor 5 operational plan was issued on February 28, 2006, and was attached to the January through March 2006 quarterly report.



4. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English for each corridor.

- Corridor 5 – by April 30, 2006

**Result: Not Accomplished. Deadline missed.** The Corridor 5 language assessment in May 2006 indicated that English and Spanish are the two primary languages in the Victorville Area. Educational materials were printed in English and Spanish.

5. Task force members will be identified and the initial meeting for each corridor will be scheduled.

- Corridor 5 – by February 28, 2006

**Initial Meeting Scheduled Date**

	Date
Corridor 5	7-20-06

**Result: Accomplished.** The Corridor 5 task force members were identified by February 28, 2006, and the initial meeting was conducted on July 20, 2006.

6. To conduct a minimum of four task force/coalition meetings during each corridor's Implementation Phase.

- Corridor 5 – by April 30, 2007

**Corridor 5 Task Force/Coalition Meetings**

Time Frame	Task Force/Coalition Meeting Date(s)/Location(s)
July 2006	7-20-06: In Hesperia.
October 2006	10-18-06: In Victorville.
March 2007	3-8-07: In Hesperia.

**Result: Not Accomplished.** The Corridor 5 task force met only three times during its Implementation Phase.

7. To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the respective corridor, and to identify potential short- and/or long-term solutions to the factors.

- Corridor 5 – by October 31, 2006

**Corridor 5**  
**Identified Conditions/Behaviors**  
**(to be implemented by October 31, 2006)**

<b>Condition/Behavior</b>	<b>Short- and/or Long-Term Solution</b>	<b>Date Identified</b>
1. Traffic volumes on some segments of Highway 395 have exceeded capacity.	Install additional lanes to widen the roadway.  Install signs to heighten public awareness of the safety corridor project.	12-16-04
2. Drivers exceeding the posted speed limit.	Enhanced enforcement and locations for additional speed limit signs were identified.	9-14-05
3. Some passing areas are too short (less than 2,000 feet in length), and do not provide appropriate sight distance for passing.	Restripe and lengthen passing areas.	10-18-06
4. Speeding and passing problems at the intersection of Sycamore and Three Flags.	Review speed limit and striping.	10-18-06

**Result: Accomplished.** The Corridor 5 task force identified four factors, including conditions and behaviors, negatively impacting traffic safety on the corridor, and identified potential short- and/or long-term solutions to the factors. Additional conditions/behaviors are listed in the Safety Corridor Action Plan (refer to Annex B).

**8. To implement at least two potential solutions per corridor within 12 months after each initial task force/coalition convenes.**

- **Corridor 5 – by April 30, 2007**

**Corridor 5**  
**Potential Solution Implementation**  
**(to be implemented by April 30, 2007)**

<b>Identified Condition/Behavior</b>	<b>Potential Solution</b>	<b>Implementation Date</b>
1. Traffic volumes on some segments of Highway 395 have exceeded capacity.	Install additional lanes to realign and widen access to freeway/expressway.	12-16-04 Caltrans is preparing environmental documents.

Identified Condition/Behavior	Potential Solution	Implementation Date
2. Drivers exceeding the posted speed limit.	Deploy enhanced enforcement on the safety corridor.	Grant-funded enhanced enforcement was deployed during the project Implementation Phase.
3. Some passing areas are too short (less than 2,000 feet in length), and do not provide appropriate sight distance for passing.	Construct passing lanes and adjust vertical profile.	Caltrans is waiting for available funding.
4. Speeding and passing problems at the intersection of Sycamore and Three Flags.	Improve intersection and install signals.	The construction contract was completed 3/11/08.

**Result: Accomplished.** The Corridor 5 task force implemented the first two potential solutions for the corridor by April 30, 2007. Additional conditions/behaviors are listed in the Safety Corridor Action Plan (Refer to Annex B).

9. To deploy officers on project-funded overtime along appropriate routes to enforce traffic violations consistent with the identified “top five” reportable collision primary collision factors (PCFs) during the Implementation Phase for each corridor.

- Corridor 5 – ending April 30, 2007

**Corridor 5 - Officer Overtime Deployment and Use**

Enhanced Enforcement Hours Allocated Total 4,966	Overtime Hours Used Per Month						Total Hours Used to Date
<b>2006</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug.</b>	<b>Sept.</b>	<b>Oct.</b>	3,345.75
	97	251.5	134	1,052.75	528	191	
	<b>Nov.</b>	<b>Dec.</b>					
	217	234.5					
<b>2007</b>	<b>Jan.</b>	<b>Feb.</b>	<b>March</b>	<b>April</b>			
	217	173	121	129			

**Result: Accomplished.** Corridor 5 deployed 3,345.75 officer hours on the corridor.

10. To conduct a public awareness campaign to include:

a. Issuance of a news release announcing the kick-off of the project for each corridor.

- Corridor 5 – by April 30, 2006

#### NEWS RELEASE – PROJECT KICK-OFF

Corridor	Due Date	Date Sent to (GMU) <sup>3</sup>	Date Sent to (OMR) <sup>4</sup>	Date of OMR Approval	Date Issued
5	4-30-06	5-1-06	4-26-06	5-2-06	5-8-06

**Result: Not Accomplished. Deadline missed.** Corridor 5 issued its news release announcing the kick-off of the project on May 8, 2006.

b. To develop a project logo for each corridor.<sup>5</sup>

- Corridor 5 – by April 30, 2006

#### PROJECT LOGO

Corridor	Due Date for Development	Date Developed	Date Forwarded to GMU
5	4-30-06	1-26-05	1-31-05

**Result: Accomplished.** Corridor 5 is utilizing the existing logo for its successful Highway 395 corridor.



<sup>3</sup> Grants Management Unit

<sup>4</sup> Office of Media Relations

<sup>5</sup> The project logo will be used on appropriate project materials.

- c. To conduct at least one public affairs officer (PAO) presentation per month during each corridor's Implementation Phase.

- Corridor 5 – May 1, 2006, through April 30, 2007

**PAO PRESENTATIONS  
Corridor 5**

Month	Location	Number of Attendees
April 2, 2006	Knights of Columbus Safety Fair in Hesperia	250+ Attendees
April 6, 2006	High Desert Mavericks Game in Adelanto	2,500+ Attendees
April 7-9, 2006	Home and Garden Show at San Bernardino (SBD) County Fairgrounds in Victorville	25,000+ Attendees
April 29, 2006	Kids Matter Event in Victorville	4,000+ Attendees
May 5-14, 2006	SBD County Fair in Victorville	25,000+ Attendees
May 12, 2006	Radio Mexico Talk Show with Officer Mario Lopez	Unknown
May 14, 2006	Wrightwood Wildfire Awareness in Wrightwood	2,000+ Attendees
June 18, 2006	Goldwing Motorcycle Rider's Club of Victorville	50 Attendees
June 24, 2006	U.S. 395 Safety Coalition night at the Maverick's Stadium safety booth	3,500+ Attendees
August 12, 2006	Safety City at the Mall of Victor Valley	5,000+ Attendees
August 26, 2006	U.S. 395 Safety Coalition night at the Maverick's Stadium safety booth	3,500+ Attendees
September 9, 2006	Phelan Family Phun Days	5,000+ Attendees
October 7, 2006	Spice of Life with City of Victorville	4,000+ Attendees
October 21, 2006	3 <sup>rd</sup> Annual Safety Fair at Walmart in Victorville	100+ Attendees
October 28, 2006	Adelanto Safety Fair	300+ Attendees
October 29, 2006	Arthur Moss Annual Fundraiser SBD County Fairgrounds	1,000+ Attendees
November 10-12, 2006	Home & Recreation Show at SBD County Fairgrounds	25,000+ Attendees
December 14, 2006	Talk 960 with Barb Stanton 1 hour talk show	Unknown



Month	Location	Number of Attendees
January 2007	Mavericks Presentation	Unknown
February 1, 2007	Pinion Hills community meeting	25 Attendees
April 2007	U.S. 395 Safety Coalition night at the High Desert Maverick's Stadium safety booth	3,500+Attendees

**Result: Not Accomplished.** Corridor 5 was unable to provide presentations for the months of July 2006 and March 2007, due to workload priorities. However, the PAO provided at least one presentation for the months of April through June 2006, August through December 2006, January through February 2007, and April 2007.



11. To produce/air public service announcements (PSA) and paid media ads by December 31, 2007.

**Result: Not Applicable.** Corridor 5 conducted its public education efforts through local events and safety presentations. No PSAs or paid media were utilized for this corridor.

12. To describe and assess separately the effectiveness of "paid and donated" TV/radio airtime messages by providing:

- a. Number of PSAs produced.
- b. Subject of each PSA.
- c. Number of airings for each PSA.
- d. Total size of audience reached.
- e. Total cost or donated value.

**Result: Not Applicable.** Corridor 5 conducted its public education efforts through local events and safety presentations. No paid or donated TV/radio airtime messages were utilized for this corridor.

13. To describe and assess separately the effectiveness of “paid and donated” printed messages by providing:

- a. Number of messages produced.
- b. Subject of each message.
- c. Number of printings for each message.
- d. Total size of audience reached.
- e. Total cost or donated value.

**Result: Not applicable.** Corridor 5 conducted its public education efforts through local events and safety presentations. No PSAs or paid media were utilized for this corridor.

14. To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and Business, Transportation and Housing logos. Materials are to be distributed at appropriate venues for each corridor.

- Corridor 5 – by April 30, 2007

**Result: Accomplished.** Requisitions for the purchase of educational materials were processed. Educational materials were distributed at appropriate venues and events.

15. To develop and include with each Final Report a *Safety Action Plan* addressing the traffic safety issues specific to each corridor.

- Corridor 5 – by February 28, 2008

Corridor	Due Date	Date Developed	Date Submitted to GMU
5	2-28-08	2-28-08	3-13-08

**Result: Not Accomplished. Deadline missed.** The *Safety Action Plan* was included in the Final Report which was submitted to GMU in March 2008.

## **PROJECT DESCRIPTION**

The U.S. 395 Safe Highway Coalition brought together individuals from the public and private sectors in a face-to-face forum allowing them to discuss traffic safety on U.S. 395 in San Bernardino County, focusing on the segment from its juncture with Interstate 15, to 20 miles north of Kramer’s Junction. The task force identified ways to improve traffic safety on the roadway and implemented steps to make the improvements to specific disciplines: enforcement, engineering, signing and striping, and education.



## **METHODOLOGY/CHRONOLOGY**

The following provides a chronological description of project activities as reflected in the Project Agreement:

### **Phase I – Program Preparation (October 1, 2004, through December 31, 2006) Corridor 5 (December 1, 2005, through April 30, 2006)**

During this phase, the most recent SWITRS data was used to compile necessary statistics to evaluate collisions on the corridor. Staff from Special Projects Section met with the CHP Victorville Area to review the goals and objectives of the project. The Project Operational Plan was issued by the project coordinator to the CHP Victorville Area.

### **Phase II – Implementation (April 1, 2005, through December 31, 2007) Corridor 5 (May 1, 2006, through April 30, 2007)**

The task force met three times to identify, discuss, and implement recommendations for improvements to traffic safety. Discussions on the format, goals, and objectives of the grant were ongoing. On May 8, 2006, a news release was issued to announce the continuation of the second year of enhanced enforcement on the corridor. Grant-funded overtime was deployed on the safety corridor and the public education and awareness campaign was initiated.

### **Phase III – Data Gathering and Analysis (Throughout project period) Corridor 5 (May 1, 2007, through December 31, 2007)**

Data was gathered throughout the project period on activities and results to support the quarterlies and final report. The data was used to determine progress toward the accomplishment of objectives and achievement of the project goal.

### **Phase IV – Final Report and Executive Summary (October 1, 2008, through November 30, 2008) Corridor 5 (February 28, 2008)**

The Final Report was submitted to Grants Management Unit in March 2008. Collision, citation, and victim statistical information was collected. Final SWITRS data was collected and included in this Final Report. A draft of the Final Report was made available for the task force members before the final draft was submitted to GMU.

The Final Report is due to OTS by November 30, 2008.

## **PROBLEMS**

No significant problems were encountered.

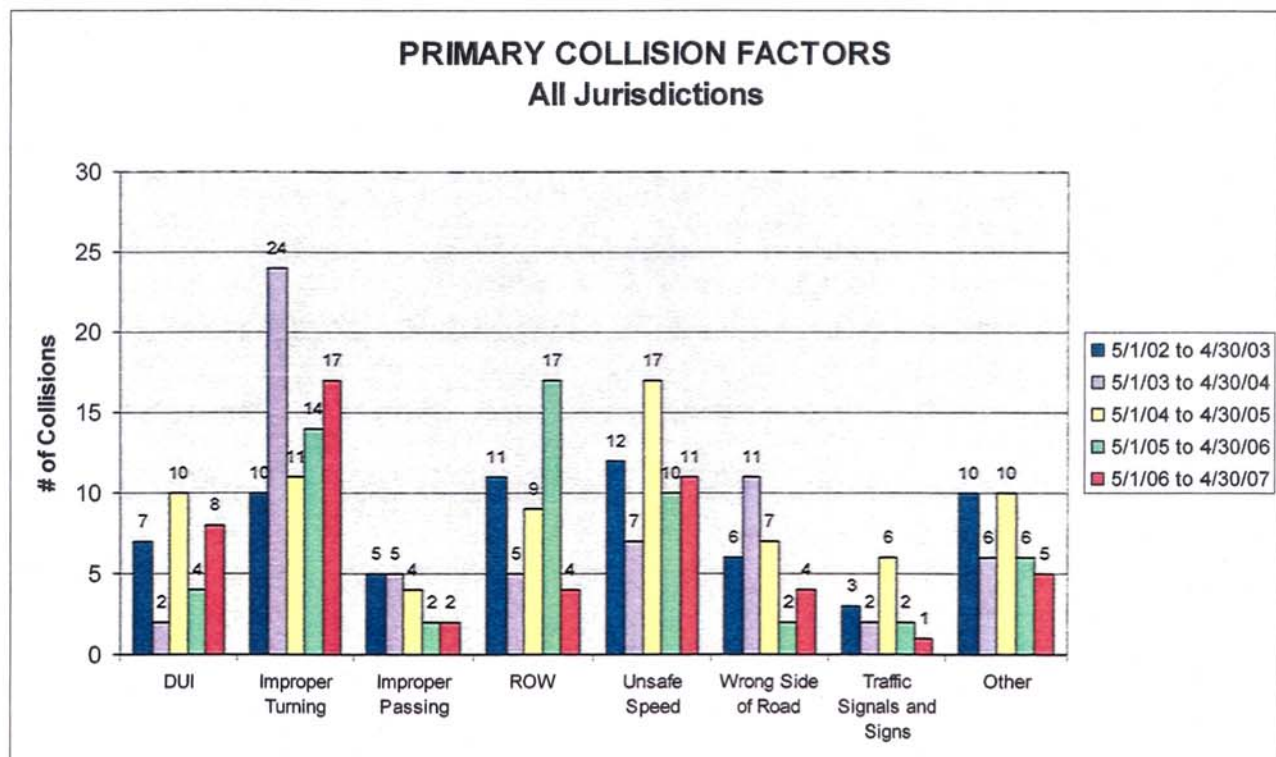


## RESULTS

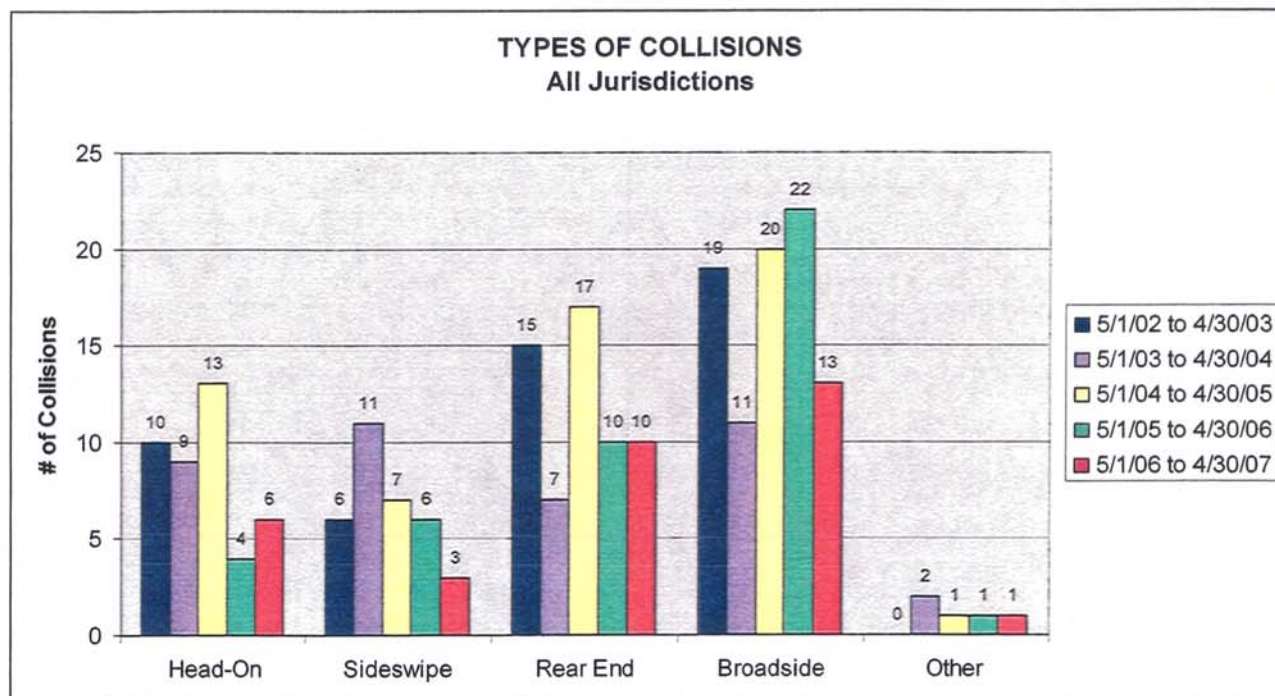
The U.S. 395 Safety Corridor is an excellent example of the “corridor” approach to rectify identified problems within a specific segment of roadway. During the Implementation Phase, 3,345.75 overtime hours were deployed on the corridor. It should be noted because the hourly rate used for uniformed overtime was recalculated in July/August 2006, an excess of hours was allocated to the project late in the 2005-2006 federal fiscal year. The late notice of these excess hours prevented the CHP Areas from being able to deploy all of these on the corridor.

By using the corridor approach, U.S. 395 experienced a 56 percent decrease in the number of fatal victims, and a 48 percent decrease in injured victims when compared to the 2004 base period average. Fatal and injury collisions decreased 70 percent and 17.5 percent, respectively.

Further analysis of primary collision factors (PCF) and types of collisions were also analyzed.



The chart above indicates decreases in right-of-way (ROW) and traffic signal and sign PCF factors. A maintained decrease in the traffic signal and sign PCF may be a result of drivers being more cognizant of newly installed signals and signs, and changing their driving behavior to more safely navigate the incorporated segments of the corridor. Most significantly, ROW collisions during the Implementation Phase decreased 76 percent (from 17 to 4) when compared to the previous 12-month period which may also be attributed to the installation of traffic signals which would allow drivers to more safely complete left and right turns.



A 50 percent decrease in sideswipe, 40 percent decrease in broadside collisions, and a maintained decrease in rear end collisions may also be attributed to new traffic signals and widened intersections that have slowed traffic and changed driving behavior in the incorporated segments.

Head-on collisions show an increase (from 4 to 6) during the project Implementation Phase but collisions are still significantly lower than the period of 5/1/04 to 4/30/05.

### **COST EFFECTIVENESS**

According to the 2005 Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions (based on data provided by the United States Department of Transportation), the cost of one traffic collision fatality is \$3,151,000. For injury collisions, the economic cost ranges from \$23,000 to \$218,000 per victim, depending on injury severity. Accordingly, any reduction in fatal and injury collisions provides societal and economic benefit.

### **RECOMMENDATIONS**

After two years of achieving significant decreases in fatal and injury collisions, the task force members should still continue to work together to promote highway safety through multi-agency enforcement, and by promoting public awareness and education campaigns committed to making U.S. 395 a safer road. Since construction of the realignment project is so far in the future, the task force should maintain their awareness of realignment project plans and its impact on the existing U.S. 395.

The CHP Victorville and Barstow Areas should continue to use overtime hours from existing departmental statewide grants on the safety corridor.

The task force members agreed to continue to work together for the proactive development, implementation, and evaluation of traffic safety in and around the corridor site.



## **Annex A**

### **State Highway Coalitions PT0507 Project Agreement**



State of California  
Business, Transportation & Housing Agency

PROJECT NUMBER  
**PT0507**

**OFFICE OF TRAFFIC SAFETY  
GRANT AGREEMENT**

PAGE 1 (To be completed by applicant Agency)

1. PROJECT TITLE  
**SAFE HIGHWAY COALITIONS**

2. NAME OF APPLICANT AGENCY  
**CALIFORNIA HIGHWAY PATROL (CHP)**

3. AGENCY UNIT TO HANDLE PROJECT  
**PLANNING AND ANALYSIS DIVISION (PAD)**

4. PROJECT PERIOD  
Month - Day - Year

From: **10-1-04**

To: **9-30-08**

5. PROJECT DESCRIPTION (Summarize the project plan covering the objectives, method of procedures, evaluation, and end product in approximately 100 words. Space is limited to six lines.)

The CHP will conduct a project to reduce vehicle-related fatalities and injuries along six high-collision highway (corridor) segments (to be determined upon site selection). This project includes both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local coalitions/task forces comprised of interested parties from local, regional, state, and/or federal organizations and agencies, will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The coalitions/task forces will establish specific goals for fatality and injury reduction on each of the six corridors and develop *Safety Action Plans* for implementing short- and/or long-term solutions individually tailored to each. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions on the identified corridors, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations.

6. FEDERAL FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED: **\$2,211,687.83**

7. APPROVAL SIGNATURES

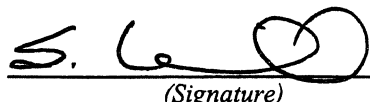
A. PROJECT DIRECTOR

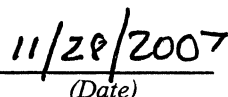
NAME: **J. E. McLAUGHLIN** PHONE: (916) 657-4098

TITLE: **Chief** FAX: (916) 657-4087

ADDRESS: 2555 First Avenue  
Sacramento, California 95818-2696

E-MAIL: [jmclaughlin@chp.ca.gov](mailto:jmclaughlin@chp.ca.gov)

  
(Signature)

  
(Date)

B. AUTHORIZING OFFICIAL OF APPLICANT AGENCY

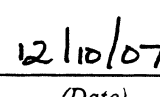
NAME: **K. P. GREEN** PHONE: (916) 657-7194

TITLE: Assistant Commissioner, Staff FAX: (916) 657-7324

ADDRESS: 2555 First Avenue  
Sacramento, California 95818-2696

E-MAIL: [kgreen@chp.ca.gov](mailto:kgreen@chp.ca.gov)

  
(Signature)

  
(Date)

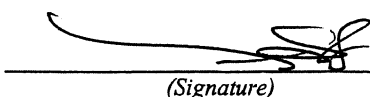
C. FISCAL OR ACCOUNTING OFFICIAL

NAME: **M. S. EPPS** PHONE: (916) 375-2733

TITLE: Commander FAX: (916) 375-2752

ADDRESS: 860 Stillwater Road  
West Sacramento, California 95605-1649

E-MAIL: [mepps@chp.ca.gov](mailto:mepps@chp.ca.gov)

  
(Signature)

  
(Date)

D. OFFICE AUTHORIZED TO RECEIVE PAYMENTS

NAME: **Fiscal Management Section**

ADDRESS: P. O. Box 942900  
Sacramento, California 94298-2900



<b>EFFECTIVE DATE OF AGREEMENT:</b> <u>10/1/2007</u>		<b>GRANTEE</b> <u>CHP</u>		<b>PROJECT NO.</b> <u>PT0507</u>		
8. Action No. <u>9</u> Date: <u>1/9/2008</u>		10. TYPE OF AGREEMENT		Initial	Revision	
Revision No. <u>5</u> Date: <u>1/9/2008</u>		FUND <u>163</u>	PROGRAM <u>07-PT</u>	TASK NO. <u>3</u>	Cont. <input checked="" type="checkbox"/> <u>F.Y.</u> <u>2008</u>	
9. Action Taken  Project continued in FY 2008. Unexpended 2007 HSP funds of \$27,952.52 reobligated for expenditure in 2008.  2008 HSP grants funds of \$260,160.55 obligated.  Total funds programmed remain unchanged.  <b>THIS GRANT CONTAINS PAID MEDIA</b>  State FY 2007-08 2700-001-0890 (171/07)  <i>Catalog Federal Domestic Assistance No. 20.600</i>			11. FUNDING DISPOSITION & STATUS			
			Fiscal Year		Amount	
			<u>2004-05</u>		<u>286,537.52</u>	
			<u>2005-06</u>		<u>1,061,712.04</u>	
			<u>2006-07</u>		<u>575,325.20</u>	
		<u>2007-08</u>		<u>288,113.07</u>		
		<u>Total</u>		<u>2,211,687.83</u>		
		Obligated This Action		<u>288,113.07</u>		
		Previously Obligated		<u>1,923,574.76</u>		
		Total Amount Obligated		<u>2,211,687.83</u>		
		Amount Suspended		<u>0.00</u>		
		<b>TOTAL FUNDS PROGRAMMED</b>		<b><u>2,211,687.83</u></b>		
12. BUDGET SUMMARY (From Schedule B Detail) - FISCAL YEAR GRANT PERIOD ENDING: <u>3/31/2008</u>						
COST CATEGORY	2007 GRANT PERIOD	2004-07 PRIOR GRANT	2004-08 TOTAL GRANT	TOTAL PROJECT BUDGET ESTIMATE		
A. Personnel Costs	248,238.07	1,700,617.99	1,948,856.06	1,948,856.06		
B. Travel Expenses	4,000.00	23,106.26	27,106.26	27,106.26		
C. Contractual Services	19,500.00	132,896.18	152,396.18	152,396.18		
D. Equipment	0.00	0.00	0.00	0.00		
E. Other Direct Costs	16,375.00	66,954.33	83,329.33	83,329.33		
F. Indirect Costs	0.00	0.00	0.00	0.00		
TOTAL FEDERAL FUNDS	288,113.07	1,923,574.76	2,211,687.83	2,211,687.83		
13. PROJECT APPROVAL & AUTHORIZATION TO EXPEND OBLIGATED FUNDS						
A. APPROVAL RECOMMENDED BY			B. AGREEMENT & FUNDING AUTHORIZED BY			
<b>NAME:</b> JULIE SCHILLING <b>TITLE:</b> Regional Coordinator <b>PHONE:</b> (916) 262-1755 <b>E-MAIL:</b> <a href="mailto:jschilling@ots.ca.gov">jschilling@ots.ca.gov</a> Office of Traffic Safety 7000 Franklin Blvd., Suite 440 Sacramento, CA 95823			<b>NAME:</b> MICHELE MEADOWS <b>TITLE:</b> Assistant Director of Operations  Office of Traffic Safety 7000 Franklin Blvd., Suite 440 Sacramento, CA 95823			
Signature <u><i>Julie Schilling</i></u>			Signature <u><i>Michele Meadows</i></u>			

SCHEDULE A  
PROJECT No.: PT0507

PROJECT DESCRIPTION

Page 1

**BACKGROUND**

A. General Characteristics

The California Highway Patrol (CHP) is an operating department within the Business, Transportation and Housing Agency (BTH). Its authority and responsibilities are established in the California Vehicle Code. The overall purpose of the Department as a principal criminal justice agency is to ensure safety, security, and service to the public. This is accomplished through:

- Collision Prevention. To minimize the loss of life, personal injury, and property damage resulting from traffic collisions.
- Emergency Incident/Traffic Management. Minimizing exposure of the public to unsafe conditions resulting from emergency incidents, impediments, and congestion.
- Law Enforcement. To minimize crime.
- Assistance. To assist other public agencies.
- Services. To maximize service to the public in need of aid or information.

B. Streets and Highways

The Department is responsible for over 104,000 miles of highway. Of these, approximately 14,000 miles are state highways<sup>1</sup> and 90,000 miles are county roads. In 2002, approximately 231 billion miles were driven on CHP-patrolled highways.

C. Operating Department

The organizational structure of the CHP divides the state into eight field Divisions. Within these eight field Divisions are commercial vehicle inspection facilities; communications centers; and over 100 Area offices, substations, and resident posts. In addition to the field Divisions, there are nine Headquarters Divisions and four Headquarters Offices which fall under the direction of the Commissioner or the Assistant Commissioners, Field and Staff. The CHP Headquarters is located in Sacramento. For fiscal year 2003/2004, the CHP had over 10,000 authorized personnel positions, of which approximately 7,000 are uniformed and 3,000 are non-uniformed. The CHP has responsibility for providing 24-hour-a-day services every day of the year for approximately 34 million residents of the State of California and approximately 28 million motor vehicles.

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<sup>1</sup> These include Interstate Routes, United States Routes, and State Routes.



## SCHEDULE A

PROJECT NO.: PT0507

### PROJECT DESCRIPTION

Page 2

The CHP will be the Department directly responsible for conducting the project. Special Projects Section (SPS), Planning and Analysis Division (PAD), will be the Office of Primary Interest (OPI) for the project.

#### D. Existing System

Road patrol officers are deployed on major highway systems within the Department's jurisdiction according to past traffic collision experience and future projections. Traffic safety public information and education efforts are conducted by assigned CHP officers as resources permit. Additionally, bilingual officers work with non-English-speaking communities to encourage their involvement with traffic safety issues.

### PROBLEM STATEMENT

In 2002, there were 2,275 fatal, 72,380 injury, and 152,864 property-damage-only collisions within the CHP's jurisdiction. As a result, 2,628 persons were killed and 113,177 were injured.

Safer highways in California are a vital concern for all travelers in the state. The CHP is continuously investigating ways to contribute to the state's safer roadways by improving the highway environment and changing driver behavior. While several public safety agencies have an interest or obligation to enhance traffic safety on state roadways, the CHP realizes that each agency tends to function independently within its area of responsibility on potential issues of concern. The CHP will select four high-collision highway segments as project corridors. The process for the selection of the highway segments will involve gathering statistical information from the Statewide Integrated Traffic Records Systems (SWITRS), California Department of Transportation (Caltrans), CHP Area offices, as well as soliciting support from local stakeholders who will be potential coalition/task force members.

Past projects indicate applying the task force approach composed of members representing the CHP, allied agencies, elected officials, local agencies, and the private sector, to implement short- and/or long-term changes to improve a selected high-collision segment of a highway has been successful. The CHP received the 2001 Herman Goldstein Award for Excellence in Policing for its task force/corridor projects.

### ATTEMPTS TO SOLVE THE PROBLEM

Since October 2000, the CHP has conducted two projects, Corridor Safety Project Expansion, Phase VII, PT0140, which began October 1, 2000, and ends September 30, 2004; and Corridor Safety Project Expansion, Phase VIII, PT0310, which began October 1, 2002, and ends September 30, 2004. The "corridor" approach has promoted proactive and positive results. The projects have been effective in isolating and addressing traffic safety issues. Applying the "corridor" approach permits task forces to focus limited resources on specific locations, rather than conducting a statewide campaign.

**SCHEDULE A**  
**PROJECT No.: PT0507**

**PROJECT DESCRIPTION**

Page 3

By September 30, 2004, PT0140 and PT0310 will have been completed, and there is no indication that requests for assistance will diminish. Therefore, even though the evaluation periods for PT0140 and PT0310 end on September 30, 2004, it is expedient to have a procedure in place that allows additional projects to be chosen in Federal Fiscal Year 2004/2005.

The multidisciplinary corridor safety task forces, each of which works together to gain understanding of the problems on a particular corridor and then support and implement solutions, have proven to be a dynamic way of improving traffic safety, both in the short-and long-term, on previous corridors. Staff has streamlined processes and drawn upon past experience from eight corridor projects, involving 35 task forces. This project will apply the "corridor" approach to four corridors identified by high collision statistics.

**PROJECT GOALS**

1. To reduce the number of fatal victims on high-collision highways for each corridor.

- Corridor 1 - by March 31, 2006
- Corridor 2 - by August 31, 2006
- Corridor 3 - by July 31, 2006
- Corridor 4 - by October 31, 2006
- Corridor 5 - by April 30, 2007
- Corridor 6 - by December 31, 2007

Exact goals will be established after each corridor task force's initial meeting.

- Corridor 1 - by April 30, 2005
- Corridor 2 - by September 30, 2005
- Corridor 3 - by August 31, 2005
- Corridor 4 - by November 30, 2005
- Corridor 5 - by May 31, 2006
- Corridor 6 - by January 31, 2007

2. To reduce the number of injured victims on high-collision highways for each corridor.

- Corridor 1 - by March 31, 2006
- Corridor 2 - by August 31, 2006
- Corridor 3 - by July 31, 2006
- Corridor 4 - by October 31, 2006
- Corridor 5 - by April 30, 2007
- Corridor 6 - by December 31, 2007

**SCHEDULE A**  
**PROJECT No.: PT0507**

**PROJECT DESCRIPTION**

Page 4

Exact goals will be established after each corridor task force's initial meeting.

- Corridor 1 - by April 30, 2005
- Corridor 2 - by September 30, 2005
- Corridor 3 - by August 31, 2005
- Corridor 4 - by November 30, 2005
- Corridor 5 - by May 31, 2006
- Corridor 6 - by January 31, 2007

**PROJECT OBJECTIVES**

1. To select six corridors recommended by CHP Divisions, based upon input from CHP Areas, Caltrans Districts, and regional transportation planning agencies by July 31, 2006.
2. To provide the Office of Traffic Safety (OTS) with the required documentation of local support<sup>2</sup> for each corridor.
  - Corridor 1 - by March 31, 2005
  - Corridor 2 - by August 31, 2005
  - Corridor 3 - by July 31, 2005
  - Corridor 4 - by October 31, 2005
  - Corridor 5 - by April 30, 2006
  - Corridor 6 - by December 31, 2006
3. To issue an operational plan<sup>3</sup> for each corridor, establishing the method of operation and the policies applicable to carry out the grant program.
  - Corridor 1 - by December 31, 2004
  - Corridor 2 - by June 30, 2005
  - Corridor 3 - by June 30, 2005
  - Corridor 4 - by September 30, 2005
  - Corridor 5 - by February 28, 2006
  - Corridor 6 - by October 31, 2006

<sup>2</sup> Projects designated by OTS as "for local benefit" require documentation of "consent and acceptance" by representatives of local government. For "Corridor" projects, such documentation will be provided as soon as practical after selection of the roadways to be involved in the project.

<sup>3</sup> The operational plan will contain a strategic distribution of allocated overtime hours.

**SCHEDULE A**

**PROJECT No.: PT0507**

**PROJECT DESCRIPTION**

Page 5

4. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English for each corridor.<sup>4</sup>
  - Corridor 1 - by March 31, 2005
  - Corridor 2 - by August 31, 2005
  - Corridor 3 - by July 31, 2005
  - Corridor 4 - by October 31, 2005
  - Corridor 5 - by April 30, 2006
  - Corridor 6 - by December 31, 2006
5. Task force members will be identified and the initial meeting for each corridor will be scheduled.
  - Corridor 1 - by January 31, 2005
  - Corridor 2 - by June 30, 2005
  - Corridor 3 - by May 31, 2005
  - Corridor 4 - by August 31, 2005
  - Corridor 5 - by February 28, 2006
  - Corridor 6 - by October 31, 2006
6. To conduct a minimum of four task force/coalition meetings during each corridor's Implementation Phase.
  - Corridor 1 - by March 31, 2006
  - Corridor 2 - by August 31, 2006
  - Corridor 3 - by July 31, 2006
  - Corridor 4 - by October 31, 2006
  - Corridor 5 - by April 30, 2007
  - Corridor 6 - by December 31, 2007
7. To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the respective corridor, and to identify potential short- and/or long-term solutions to the factors.
  - Corridor 1 - by September 30, 2005
  - Corridor 2 - by February 28, 2006
  - Corridor 3 - by January 31, 2006
  - Corridor 4 - by April 30, 2006
  - Corridor 5 - by October 31, 2006
  - Corridor 6 - by June 30, 2007

<sup>4</sup> Project materials will accommodate identified needs.

**SCHEDULE A**

**PROJECT No.: PT0507**

**PROJECT DESCRIPTION**

Page 6

8. To implement at least two potential solutions per corridor within 12 months after each initial task force/coalition convenes.
  - Corridor 1 - by March 31, 2006
  - Corridor 2 - by August 31, 2006
  - Corridor 3 - by July 31, 2006
  - Corridor 4 - by October 31, 2006
  - Corridor 5 - by April 30, 2007
  - Corridor 6 - by December 31, 2007
9. To deploy officers on project-funded overtime along appropriate routes to enforce traffic violations consistent with the identified "top five" reportable collision primary collision factors (PCFs) during the Implementation Phase for each corridor.
  - Corridor 1 - ending March 31, 2006
  - Corridor 2 - ending August 31, 2006
  - Corridor 3 - ending July 31, 2006
  - Corridor 4 - ending October 31, 2006
  - Corridor 5 - ending April 30, 2007
  - Corridor 6 - ending December 31, 2007
10. To conduct a public awareness campaign to include:
  - a. Issuance of a news release announcing the kick-off of the project for each corridor.
    - Corridor 1 - by March 31, 2005
    - Corridor 2 - by August 31, 2005
    - Corridor 3 - by July 31, 2005
    - Corridor 4 - by October 31, 2005
    - Corridor 5 - by April 30, 2006
    - Corridor 6 - by December 31, 2006

**SCHEDULE A**  
**PROJECT NO.: PT0507**

**PROJECT DESCRIPTION**

Page 7

- b. To develop a project logo for each corridor.<sup>5</sup>
  - Corridor 1 - by March 31, 2005
  - Corridor 2 - by August 31, 2005
  - Corridor 3 - by July 31, 2005
  - Corridor 4 - by October 31, 2005
  - Corridor 5 - by April 30, 2006
  - Corridor 6 - by December 31, 2006
- c. To conduct at least one public affairs officer (PAO) presentation per month during each corridor's Implementation Phase.
  - Corridor 1 - April 1, 2005, through March 31, 2006
  - Corridor 2 - September 1, 2005, through August 31, 2006
  - Corridor 3 - August 1, 2005, through July 31, 2006
  - Corridor 4 - November 1, 2005, through October 31, 2006
  - Corridor 5 - May 1, 2006, through April 30, 2007
  - Corridor 6 - January 1, 2007, through December 31, 2007
- 11. To produce/air public service announcements (PSAs) and paid media ads by December 31, 2007.
- 12. To describe and assess separately the effectiveness of "paid and donated" TV/radio airtime messages by providing:
  - a. Number of PSAs produced.
  - b. Subject of each PSA.
  - c. Number of airings for each PSA.
  - d. Total size of audience reached.
  - e. Total cost or donated value.
- 13. To describe and assess separately the effectiveness of "paid and donated" printed messages by providing:
  - a. Number of messages produced.
  - b. Subject of each message.
  - c. Number of printings for each message.
  - d. Total size of audience reached.
  - e. Total cost or donated value.

<sup>5</sup> The project logo will be used on appropriate project materials.

## SCHEDULE A

PROJECT NO.: PT0507

### PROJECT DESCRIPTION

Page 8

14. To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and BTH logos. Materials are to be distributed at appropriate venues for each corridor.<sup>6</sup>
- Corridor 1 - by March 31, 2006
  - Corridor 2 - by August 31, 2006
  - Corridor 3 - by July 31, 2006
  - Corridor 4 - by October 31, 2006
  - Corridor 5 - by April 30, 2007
  - Corridor 6 - by December 31, 2007
15. To develop and include with each Final Report a *Safety Action Plan* addressing the traffic safety issues specific to each corridor.
- Corridor 1 - by January 31, 2007
  - Corridor 2 - by June 30, 2007
  - Corridor 3 - by May 31, 2007
  - Corridor 4 - by August 31, 2007
  - Corridor 5 - by February 28, 2008
  - Corridor 6 - by November 30, 2008

**NOTE:** Nothing in this agreement shall be interpreted as a requirement, formal or informal, that an officer issue a specified or predetermined number of citations in pursuance of the obligations hereunder.

### METHOD OF PROCEDURE

A 48-month traffic safety project containing both educational and enforcement elements will be conducted. The project will be completed in four phases: Program Preparation, Implementation, Data Gathering and Analysis, and Final Report and Executive Summary.

<sup>6</sup> Note: Some of the incentive and educational items could include key rings, bumper stickers, posters, badges, stickers, T-shirts, hats, poster and essay contests, wristbands, pledges, books, press kits, or pamphlets. The traffic safety message will be project-related. Planned venues for distribution include safety presentations, community events, CHP informational booths, etc.

## SCHEDULE A

PROJECT No.: PT0507

### PROJECT DESCRIPTION

Page 9

The following table may be used as a reference when considering how the project phases apply to each corridor:

	Preparation	Implementation	Data Gathering and Analysis
Corridor 1	10-1-04 to 3-31-05	4-1-05 to 3-31-06	4-1-06 to 11-31-06
Corridor 2	4-1-05 to 8-31-05	9-1-05 to 8-31-06	9-1-06 to 4-30-07
Corridor 3	5-1-05 to 7-31-05	8-1-05 to 7-31-06	8-1-06 to 3-31-07
Corridor 4	8-1-05 to 10-31-05	11-1-05 to 10-31-06	11-1-06 to 6-30-07
Corridor 5	12-1-05 to 4-30-06	5-1-06 to 4-30-07	5-1-07 to 12-31-07
Corridor 6	8-1-06 to 12-31-06	1-1-07 to 12-31-07	1-1-08 to 9-30-08

#### Phase 1 – Program Preparation (October 1, 2004, through December 31, 2006)

All necessary preparatory actions will be accomplished to effect a prompt and smooth transition to the Implementation Phase. Preparatory actions include the following:

1. The operational plans will be developed and issued.
2. The project logo will be developed.
3. Project educational materials, and/or OTS-approved promotional items,<sup>7</sup> will be selected and ordered.
4. The “kick-off” news release will be prepared<sup>8</sup> and issued.
5. Requests for any necessary contractual documents will be submitted.
6. Draft contracts will be forwarded to OTS for approval, and copies of executed contracts will also be forwarded to OTS.

<sup>7</sup> All promotional materials (incentive items given to the public) must be specifically approved by OTS before items are ordered.  
<sup>8</sup> CHP regulations also specify requirements for internal organizational approval of news releases prior to issuance.



**SCHEDULE A**  
**PROJECT No.: PT0507**

**PROJECT DESCRIPTION**

Page 10

7. The OPI will accomplish any other preparations necessary for timely project implementation, e.g., planning community safety presentations, coordinating with allied/other agencies, completing the language survey, preparing purchase requisitions for submission after OTS' official funding authorization, etc.

**Phase 2 – Implementation** (April 1, 2005, through December 31, 2007)

Project-related activities will be completed. Participating commands and allied agencies will accomplish assigned enforcement tasks. The public awareness campaign will be conducted. Progress toward objective accomplishment and goal achievement will be reported. Activities include the following:

1. Uniformed personnel will be deployed on overtime in support of project goals/objectives.
2. Allied agencies will participate in overtime deployments.
3. Public affairs officers (PAOs) will conduct safety presentations at appropriate venues, and distribute project educational/promotional materials. Samples will be forwarded to OTS.
4. The OPI will report progress toward the project goals and objectives in quarterly reports through channels to OTS.<sup>9</sup>

**Phase 3 – Data Gathering and Analysis** (October 1, 2004, throughout September 30, 2008)

Statistical data relating to the project goals and objectives will be collected, analyzed, and incorporated in quarterly reports. Quarterly reports for the quarter ending September 30 will include year-to-date comparisons of goals and objectives.

These reports will compare actual project accomplishments with the planned accomplishments. They will include information concerning changes made by the Project Director in planning and guiding the project efforts.

Data will be gathered on all project activities and results in order to support quarterly and final reporting of progress toward accomplishment of project objectives and achievement of the project goals.<sup>10</sup>

<sup>9</sup> SWITRS collision data is normally available approximately six to eight months after the end of each reporting period. Throughout the project, unofficial locally-tracked collision data may be reported during the interim until official SWITRS data becomes available. Quarterly reports will clearly indicate any changes to previously reported data.

<sup>10</sup> Although not a project goal or objective, citations issued by officers on project-funded overtime will be coded with a "special project code" to track the number of citations issued and the types of violations. Also, in accordance with OTS' August 2003 instructions regarding those projects for which the Data Gathering Phase continues for six months or longer after the Implementation Phase ends, a quarterly report for the last calendar quarter (or portion thereof) of project activity prior to the project ending date will be submitted, since the Final Reports will suffice.

SCHEDULE A  
PROJECT No.: PT0507

**PROJECT DESCRIPTION**

Page 11

**Phase 4 – Final Report and Executive Summary** (October 1, 2008, through November 30, 2008)

Begin the Final Report and Executive Summary in accordance with OTS requirements specified in the Grant Program Manual, Chapter 7. Both will be submitted to OTS within 60 days after the grant ends. For multiple-corridor projects, separate reports and executive summaries will be prepared for each corridor upon termination of that corridor. The separate reports will then be assembled for simultaneous submission to OTS by the due date as the overall project Final Report.

**METHOD OF EVALUATION**

Using the data compiled, the project manager will evaluate: (1) how well the stated project goals and objectives were accomplished, (2) whether all the activities outlined in the Method of Procedure were performed in accordance with the grant agreement, and (3) the project's cost effectiveness.

**STATEMENT OF INTENT**

It is the intent of the CHP to continue to identify specific traffic safety issues and to focus both enforcement and education resources to resolve or mitigate the influence of those issues on California's mileage death rate. The level of effort applied to address specific traffic safety issues will depend on competing priorities and available resources. CHP intends to devote available resources to reduce collisions statewide.

**SCHEDULE A-1**

**PROJECT NO.: PT0507**

**ADMINISTRATIVE SUPPORT STATEMENT-** Explain what type of priority this project has in your jurisdiction

's project is considered by the Department to be of high priority and has the full support of management.

**AGENCY CONTRIBUTION-** Explain what services or funds are being contributed by your agency in support of this project

The Department will provide all services necessary for coordination, administration, and evaluation of this project. The contribution will include, but is not limited to, the items listed below. Figures provided are based on estimated expenditures shown in Schedule B. As the project progresses, agency contribution will vary based upon actual expenditures, routine changes in billing/benefit rates, etc.

**CONTRIBUTED ITEM**

	<b>%</b>	<b>FY-1</b>	<b>FY-2</b>	<b>FY-3</b>	<b>FY-4</b>	<b>TOTAL</b>
Indirect costs (associated with grant-funded personnel costs)	13.90%	\$75,076.90	\$86,298.17	\$66,554.82	\$37,739.44	\$265,669.33
Division/Air Coordinators (2 sergeants):						
Salary	5%	\$26,604.00	\$28,733.40	\$31,032.00	\$8,214.30	\$94,583.70
Benefits	5%	\$18,724.16	\$20,222.85	\$21,840.63	\$5,781.31	\$66,568.95
Indirect costs	5%	\$6,300.61	\$6,804.92	\$7,349.30	\$1,945.39	\$22,400.22
Area Coordinators ( 100 officers)						
Salary	2%	\$19,854.72	\$28,404.00	\$30,677.40	\$8,120.52	\$87,056.64
Benefits	2%	\$13,973.95	\$19,991.02	\$21,591.06	\$5,715.30	\$61,271.33
Indirect costs	2%	\$4,702.19	\$6,726.91	\$7,265.32	\$1,923.18	\$20,617.60
Patrol vehicle mileage (at 100 miles/8-hour-shift and 0.59/mile)	100%	\$41,108.25	\$47,701.50	\$27,612.00	\$5,074.00	\$121,495.75
<b>TOTAL AGENCY CONTRIBUTION</b>	<b>33%</b>	<b>\$206,344.78</b>	<b>\$244,882.77</b>	<b>\$213,922.53</b>	<b>\$74,513.44</b>	<b>\$739,663.52</b>

SCHEDULE B  
PAGE 1  
DETAILED BUDGET ESTIMATE  
PROJECT NO. PT0507

	FISCAL YEAR (FY) ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10/1/04 to 9/30/05 Actual Costs	FY-2 10/1/05 to 9/30/06 Actual Costs	FY-3 10/1/06 to 9/30/07 Actual Costs	FY-4 10/1/07 to 9/30/08	
<b>A. PERSONNEL COSTS (Positions &amp; Salaries)</b>					
<b>Uniformed Overtime Hours</b> (Hours and rates are approximations only. See Schedule B-1 for details.)					
<b>1. Sergeant - 1,495 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07 63 @ \$72.00 10/1/07 - 12/31/07	\$7,598.58	\$83,050.31	\$28,550.19	\$4,536.00	\$7,598.58 83,050.31 28,550.19 4,536.00
<b>2. Officer - (includes 150 Court Hours) - 14,979 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07 625 @ \$59.00 10/1/07 - 12/31/07	69,417.12	652,549.66	215,176.24	36,875.00	69,417.12 652,549.66 215,176.24 36,875.00
<b>3. Officer (Pilot &amp; Observer Flight Crews) - 389 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07 15 @ \$131.00 10/1/07 - 12/31/07	0.00	0.00	0.00	1,965.00	0.00 0.00 0.00 1,965.00
<b>4. Uniformed Overtime Benefits</b> @ 11.721% @ 9.493% @ 9.374% @ 9.515%	7,830.07	69,365.05	22,901.58	4,127.23	7,830.07 69,365.05 22,901.58 4,127.23
<b>Nonuniformed Overtime Hours</b>					
<b>5. Public Safety Dispatchers - 366 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07 21 @ \$45.00 10/1/07 - 12/31/07	1,410.92	4,617.75	2,793.18	945.00	1,410.92 4,617.75 2,793.18 945.00
<b>6. Clerical Support - 367 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07 19 @ \$28.00 10/1/07 - 12/31/07	976.54	6,482.10	2,248.07	532.00	976.54 6,482.10 2,248.07 532.00

SCHEDULE B  
PAGE 2  
DETAILED BUDGET ESTIMATE  
PROJECT NO. PT0507

	FISCAL YEAR (FY) ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10/1/04 to 9/30/05 Actual Costs	FY-2 10/1/05 to 9/30/06 Actual Costs	FY-3 10/1/06 to 9/30/07 Actual Costs	FY-4 10/1/07 to 9/30/08	
A. PERSONNEL COSTS (Positions & Salaries) - continued					
<b>Nonuniformed Overtime Hours (continued)</b>					
7. Graphic Designer III - 25 Hours					
1/1/05 - 9/30/05	0.00				0.00
10/1/05 - 9/30/06		0.00			0.00
8. TV Specialist - 44 Hours					
1/1/05 - 9/30/05	0.00				0.00
10/1/05 - 9/30/06		0.00			0.00
10/1/06 - 9/30/07			0.00		0.00
9. Nonuniformed Overtime Benefits					
@ 15.504%	351.35				351.35
@ 14.680%		1,637.81			1,637.81
@ 15.011%			756.76		756.76
@ 14.869%				219.61	219.61
<b>Nonuniformed Regular-Time Salary</b> (100% unless otherwise indicated)					
10. Associate Transportation Analyst (Project Management) - 2 45 Months					
10/1/04 - 9/30/05	119,946.48				119,946.48
10/1/05 - 9/30/06		125,267.33			125,267.33
10/1/06 - 9/30/07			129,906.18		129,906.18
12 @ \$5,616.00 10/1/07 - 9/30/08				\$134,784.00	134,784.00
11. Nonuniformed Regular-Time Benefits					
@ 56.316%	47,568.63				47,568.63
@ 44.144%		48,237.30			48,237.30
@ 47.119%			51,978.79		51,978.79
@ 47.672%				64,254.23	64,254.23
Category Sub-Total	\$255,099.69	\$991,207.31	\$454,310.99	\$248,238.07	\$1,948,856.06
B. TRAVEL EXPENSE					
1. In-State	\$7,985.56	\$9,740.61	\$2,818.04	\$2,000.00	\$22,544.21
2. Out-of-State	1,626.66	935.39	0.00	2,000.00	4,562.05
Category Sub-Total	\$9,612.22	\$10,676.00	\$2,818.04	\$4,000.00	\$27,106.26

SCHEDULE B  
PAGE 3  
DETAILED BUDGET ESTIMATE  
PROJECT NO. PT0507

	FISCAL YEAR (FY) ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10/1/04 to 9/30/05 Actual Costs	FY-2 10/1/05 to 9/30/06 Actual Costs	FY-3 10/1/06 to 9/30/07 Actual Costs	FY-4 10/1/07 to 9/30/08	
C. CONTRACTUAL SERVICES					
1. Allied Agencies	\$864.40	\$27,153.09	\$17,805.12	\$19,500.00	\$65,322.61
2. Paid Media	0.00	2,985.00	84,088.57	0.00	87,073.57
Category Sub-Total	\$864.40	\$30,138.09	\$101,893.69	\$19,500.00	\$152,396.18
D. EQUIPMENT					
Category Sub-Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
E. OTHER DIRECT COSTS					
Applicable taxes included.					
1. Promotional Items	\$2,815.68	\$8,512.26	\$0.00	\$2,000.00	\$13,327.94
2. Educational Materials	11,572.76	5,337.60	0.00		16,910.36
3. Training	0.00	0.00	0.00		0.00
4. Corridor Signs	699.97	1,075.38	246.79		2,022.14
5. Minor Equipment		3,909.14	134.10	7,900.00	11,943.24
6. LIDAR (Radar Units)		0.00			0.00
7. Services (Task Force)					
a. Facility Fees			6,000.00		6,000.00
b. Meeting Facility Fees	384.00	5,369.00	1,394.00	600.00	7,747.00
c. Transportation Fees	0.00	0.00	0.00		0.00
d. Display Booth Fees	0.00	0.00	0.00		0.00
e. Venue Fees			2,500.00		2,500.00
8. Fixed-Wing Aircraft Direct Operating Costs					
389 Hours					
1/1/05 - 9/30/05	2,909.26				2,909.26
10/1/05 - 9/30/06		3,251.26			3,251.26
10/1/06 - 9/30/07			5,854.59		5,854.59
35 @ \$115.00 10/1/07 - 6/30/08				4,025.00	4,025.00
9. Graphic Services Support	2,579.54	2,236.00	173.00	1,850.00	6,838.54
Category Sub-Total	\$20,961.21	\$29,690.64	\$16,302.48	\$16,375.00	\$83,329.33
F. INDIRECT COSTS					
Category Sub-Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PROJECT TOTAL	\$286,537.52	\$1,061,712.04	\$575,325.20	\$288,113.07	\$2,211,687.83

## SCHEDULE B-1

PROJECT NO.: PT0507

### BUDGET NARRATIVE

Page 1

#### A. PERSONNEL COSTS

##### Overtime:

- **Sergeant.** Overtime is provided for required supervision of activities.
- **Officer.** Overtime is provided for enforcement,<sup>1</sup> court appearances, public awareness safety presentations, and fixed-wing flight crews.
- **Public Safety Dispatcher (PSD) Support.** Overtime is provided for required dispatch support.
- **Clerical Support.** Overtime is provided for clerical staff to process the additional documents generated by the enhanced enforcement efforts.
- **Graphic/Photographer Support.** Overtime is provided for staff at the CHP Academy's Graphic Services Unit to develop and produce a project logo and/or other project materials. Overtime is also provided for a Photographer to produce pictorial products for use in reporting requirements and public awareness materials for the project.

##### Nonuniformed Regular-Time Salary:

- **Associate Transportation Planner (ATP)/Associate Governmental Program Analyst (AGPA).** Two (2) full-time ATP/AGPA salaries are provided for the required project management.

##### Notes:

Overtime hours will be appropriately distributed among participating commands. Unused nonuniformed hours (either overtime or regular) may revert to enforcement. In addition, unused clerical support hours may also revert to PSD, and graphic/photographer support overtime in lieu of enforcement. Overtime is budgeted for specific positions. However, whenever a person within the specific position classification is not available, a supervisor may fill in. For example, a sergeant may work in place of an officer; a PSD Supervisor may work in place of a PSD; an Office Services Supervisor may work in place of an Office Assistant or Word Processing Technician.

<sup>1</sup> Enforcement may also include motorcycle officers and/or aircraft flight crews with the number of hours adjusted proportionately for differences in pay rates.



# SCHEDULE B-1

PROJECT NO.: PT0507

## BUDGET NARRATIVE

Page 2

Estimated personnel costs were based on current pay rates with projected annual increases each July. If multiple positions are specified, estimates were based on the most costly position. Hours, rates, and salaries indicated in Schedule B are approximations only, and may change during the project period. The intent is to use all available funding for the positions and functions described. Employee benefit rates indicated in the table below (as applicable) were also used in calculating estimated costs.

### BENEFIT RATES<sup>2</sup>

DESCRIPTION	OVERTIME		REGULAR SALARY
	Uniformed	Nonuniformed	Nonuniformed
OASDI	N/A	6.200%	6.200%
Medicare	1.450%	1.450%	1.450%
State Compensation	8.065%	7.219%	7.219%
Health, Dental, & Vision			16.170%
Retirement			16.633%
<b>Total</b>	<b>9.515%</b>	<b>14.869%</b>	<b>47.672%</b>

## B. TRAVEL EXPENSE

- In-state.** Such travel includes necessary travel by SPS and task force/coalition personnel to corridor sites/meeting locations. Due to task force scheduling considerations, meetings and travel may occur after the end of the Implementation Phase. Funding will also permit travel by the grant program coordinator and GMS personnel to OTS conferences and seminars as determined by CHP Executive Management. Attendance at these events provides the program coordinator and GMS staff an opportunity to exchange pertinent information with other grant personnel concerning the grant process.
- Out-of-state.** Funding provides for attendance by appropriate CHP personnel at various conferences and meetings of national traffic safety organizations such as the Transportation Research Board, International Association of Chiefs of Police, American Association of Motor Vehicle Administrators, American Association of State Highway and Transportation Officials, Combined Accident Reduction Effort, and the annual Lifesavers Conference. Additionally, project out-of-state travel funds would provide for attendance at conferences and meetings where the corridor concept or other traffic-safety-related issues are discussed or presented, including Congressional training courses. These meetings and conferences will provide an excellent forum for discussion of California's corridor safety projects, as well as other traffic safety initiatives/programs, and sharing of information with other states conducting similar projects. All out-of-state travel is to receive prior approval from the Office of Traffic Safety (OTS).

<sup>2</sup> Rates shown were provided by CHP Accounting Section and were current as of the date of drafting of this document. However, rates may subsequently change, if appropriate, based upon standard departmental procedures for updating such rates.

## SCHEDULE B-1

PROJECT NO.: PT0507

### BUDGET NARRATIVE

Page 3

**Note:** Travel expenses include conference/seminar registration fees as well as hotel, transportation, and per diem costs.

#### C. CONTRACTUAL SERVICES

- Funding for allied agency participation is provided. For corridor projects, allied agencies most commonly include Caltrans, and occasionally local law enforcement agencies with jurisdiction over selected corridor sites. Caltrans personnel participate in corridor task forces and/or provide expertise in development/review/implementation of safety action plans. If local law enforcement agencies agree to participate in the project, funding is provided to reimburse such agencies for personnel overtime costs. Personnel overtime will be used for activities specifically related to, and in direct support of, the project (e.g., additional enforcement, seatbelt checkups, child passenger restraint checkups, sobriety checkpoints, etc., as applicable based upon the focus of the corridor).
- Paid Media. Funding is provided for the production and airing of public service announcements to promote the goals and objectives of the project.

#### D. EQUIPMENT

No funding is provided for major equipment.

#### E. OTHER DIRECT COSTS

Corridor projects are unique in that site selection occurs after project commencement. After site selection, and based upon local conditions specific to each corridor, the associated task force determines necessary support items appropriate to its respective corridor. Therefore, expected needs in this category have not yet been identified, and flexibility in selection of such items is essential.

To accommodate this needed flexibility while fulfilling OTS requirements for specificity, each line item indicated in the Schedule B for this project is described below by a list of items commonly purchased by task forces during earlier corridor projects. The task force/coalition for each corridor in this project will choose the most appropriate items from those listed below based upon local conditions and allocated funding. The OPI will ensure that each task force exercises prudent judgment in determining which items to purchase, and the quantity of each. Quantities for strictly price-dependent items (e.g., bike helmets, child passenger restraints, radar units, etc.) are approximations only and may vary based on final unit cost.

## SCHEDULE B-1

PROJECT No.: PT0507

### BUDGET NARRATIVE

Page 4

Upon task force/coalition selection of requested items, the list will be promptly forwarded via e-mail/fax through GMS to OTS for information. If OTS objects to any intended purchase, the Regional Coordinator may notify GMS, which will then terminate the acquisition if possible. If special circumstances warrant purchase of an appropriate and essential item not listed below, GMS will forward a fax/e-mail request to OTS for pre-purchase approval.

Corridor project budgets commonly include promotional items, educational materials, minor equipment, supplies, and services as line items. The following descriptions clarify each of these budget line items, and also list the most commonly purchased goods or services associated with that budget line item.

- **Promotional Items.** Promotional items are generally incentive handouts distributed at appropriate venues to encourage project support by the public. Such items include those listed in Schedule A, and/or other similar items of nominal value approved by OTS. In addition, certain corridor projects may focus on specific groups (e.g., children, commercial truck drivers, etc.). In those corridor projects, promotional items may also include handouts specifically tailored to the targeted group (e.g., child safety seats and bike helmets for children, or truck-related items such as log books, flashlights, compact disk wallets, tire tread depth gauges, tire pressure gauges, etc. for truck drivers). Also, community leaders who voluntarily participate as task force/coalition members are normally recognized for their service to local traffic safety through token awards, typically including such items as plaques, glass awards, coasters, and desk accessories (e.g., paperweights, quality writing sets, etc.), or other similar items of nominal value. All promotional items purchased under this grant will contain a project-related traffic safety message, and display appropriate logos (as space and cost reasonably permit) in the following order of precedence: project (if applicable), CHP, OTS, and BT&H.
- **Educational Materials.** Essential elements of any public awareness campaign, such items typically include production/printing/duplication of rack cards, flyers, brochures, signs, banners, posters, and/or other project-related printed materials. Displays (tabletop or free standing) for project-related printed materials may also be purchased. (Due to cost considerations, displays will be limited to a maximum of one per participating Area.) The production of decals identifying each safety corridor as such (for placement on permanent corridor signs as subsequently described) is also included. Under special circumstances, educational materials could also include production of audio-visual materials. All educational materials purchased under this grant will contain a project-related traffic safety message, and display appropriate logos (as space and cost reasonably) in the following order of precedence: project (if applicable), CHP, OTS, and BTH.
- **Training.** Funding is provided for transportation planning courses to support the transportation elements of the "corridor" approach.

## SCHEDULE B-1

PROJECT NO.: PT0507

### BUDGET NARRATIVE

Page 5

- **Corridor Signs.** Along and within corridor rights-of-way, Caltrans may also produce and install permanent blank metal signs (to which safety corridor identification decals referenced earlier are then affixed). Outside corridor rights-of-way, permanent signs may be produced and installed on private property as appropriately negotiated. Installation costs of any such permanent signs are considered non-reimbursable and are not included. The number of signs per corridor will vary depending upon corridor length, available resources, and other factors. Cost estimates for the signs are based on an average Caltrans production cost of \$300 per sign.
- **Light Detection and Ranging (LIDAR).** LIDAR is used to measure distance, speed, rotation, and chemical composition and concentration of a remote target where the target can be a clearly defined object, such as a vehicle, or a diffuse object such as a smoke plume or clouds. The Department will use LIDAR, which far surpasses radar, in measuring and supporting speed violations.
- **Minor Equipment.** This line item provides necessary support equipment for use by the Contra Costa substation, task forces, Academy graphic/photographic support personnel, and other assigned CHP Headquarters project coordinators to meet project objectives. Typically, this could include: office machines (faxing, laminating, binding, or multi-function machines), laptop computers, personal computers, printers, scanners, portable external hard drives, compact disk read-write (CD RW) drives, associated software, liquid crystal display (LCD) projectors and peripherals (screens, audio equipment, etc.), cameras (still or video), television/video camera recorder/digital video disk (TV/VCR/DVD) combinations, and hand-held radar units. Due to cost considerations, all items are normally limited to a maximum of one per participating CHP Area. Accessories, upgrades, and extended warranties may be included for any minor equipment items as appropriate.

Funding is also included for supplies which generally include those needed for operation of support equipment described earlier (memory cards for digital cameras, computer floppy or compact disks, printer cartridges, laminating and binding materials, paper, etc.).

- **Services.**
  - a. **Facility Fees.** Funding provides facility fees for a CHP substation from the Brentwood Police Department during Corridor 2's Implementation Phase. The substation will be located directly on Vasco Road, and will facilitate Contra Costa's response to collisions in the eastern portion (Vasco Road) of its jurisdiction. The substation would also allow officers to complete reports in Brentwood rather than traveling 45 to 60 minutes to their Martinez office.
  - b. **Meeting Facility Fees.** Funding provides required support for task force/coalition meetings and site surveys (i.e., meeting facility fees, and costs of transporting the task force to the site).
  - c. **Transportation Fees.** Transportation costs could include rental of appropriate conveyance (i.e., buses, vans, etc.).



## **Annex B**

### **Safety Action Plan**



## U.S. Highway 395 SAFETY CORRIDOR ACTION PLAN

**ELEMENTS:** This Safety Action Plan (SAP) lists identified problems on the corridor, descriptive details, and potential corrective actions being considered for implementation by the responsible agency, as conditions and resources permit. This SAP is comprised of the following elements: Enforcement, Public Information/Education, and Signing/Striping/Engineering. Although exceptions are common, CHP generally has responsibility for items within the Enforcement and Public Information/Education elements. Caltrans generally has responsibility for items within the Signing/Striping/Engineering element. CHP has overall responsibility for this SAP.

**FUNDING:** PT0507 funded enhanced enforcement and public education efforts along the corridor from May 1, 2006, through April 30, 2007. Roadway improvements are funded through Caltrans. In general, Caltrans projects funded by the State Transportation Improvement Program (STIP) increase roadway capacity and typically include capital improvements, grade separations, and bicycle/pedestrian facilities. The State Highway Operations Protection Program (SHOPP) typically funds other state highway projects not within the scope of STIP. Examples of SHOPP projects include roadside rest areas, highway rehabilitation, highway landscaping, and storm drainage improvements. "Major" projects cost over \$750,000 and require California Transportation Commission approval. "Minor" projects cost \$750,000 or less, and funding is appropriated by each Caltrans district.

### ABBREVIATIONS:

**Caltrans** = California Department of Transportation  
**CBS** = County Board of Supervisors  
**CCA** = construction contract acceptance  
**CHP** = California Highway Patrol  
**CTA** = California Trucking Association  
**DMV** = Department of Motor Vehicles  
**DOE** = District Office Engineer  
**EB** = eastbound  
**GSU** = CHP Academy Graphic Services Unit  
**Fwy** = freeway **HQ** = Headquarters  
**Intrchg** = interchange

**IP** = Implementation Phase  
**Jct** = junction  
**MPH** = miles per hour  
**MM** = milepost marker  
**NB** = northbound  
**OTS** = Office of Traffic Safety  
**PCF** = primary collision factor  
**PA&ED** = Project Approval and Environmental Document  
**PID** = Project Initiation Document  
**PSR** = Project Study Report

**ROGAC** = rubberized, open-graded asphalt concrete  
**RTL** = ready to list  
**SAP** = Safety Action Plan  
**State AA** = advertise, award, and accept  
**SB** = southbound  
**SR** = State Route  
**SSE** = signing/striping/engineering  
**TF** = task force  
**TMC** = Transportation Management Center  
**WB** = westbound





## U.S. Highway 395 SAFETY CORRIDOR ACTION PLAN

SIGNING, STRIPING AND ENGINEERING					
MM OR LOCATION DESCRIPTION	OBSERVATION/ PROBLEM	SUGGESTION OR ACTION	DESIRED RESULT	ACTION AGENCY/ FUNDING	STATUS
1. MM 3.98-19.3 (from I-15 to 1.5 miles south of Desert Flower Road)	Increased traffic volumes.	Widen to four lanes with two-way left-turn lanes. Widen shoulders on existing alignment.	To increase road capacity to match traffic volumes.	Caltrans San Bernardino Associate of Governments Cities of Victorville, Hesperia, and Adelanto \$70+ Billion	PSR needed early July for programming by San Bernardino Associated Governments (SANDBAG). PA&ED expected 11/2007. Local road connections will be maintained where possible. The correction of existing drainage problems would require major profile adjustments and would be too expensive. Construction start date estimated to be January 2012.
2. MM 4.0-48.0 (from I-15 to north of Kramer Junction)	Increased traffic volumes.	Realign and widen to a six-lane freeway from I-15 to SR 18 and four-lane from SR 18 to Purple Sage and widen to a four-lane expressway to Farmington Road.	To increase road capacity to match traffic volumes.	Caltrans 2004 STIP	Work study and supplemental PSR are being worked on for realignment and widening. Phase 1 = 6-lane freeway from I-15 to Palmdale Road. Phase 2 = widen to 4-lanes from Palmdale Road to Purple Sage. Phase 3 = Widen to 4-lane expressway from Purple Sage to Farmington Road and construct new interchanges. PA&ED expected 11/2011.
3. MM 4.3-11.7 (in Adelanto, from I-15 to 0.3 mile south of SR 18)	Routine roadway maintenance needed.	Overlay with 19 mm ROGAC.	To improve roadway surface.	Caltrans \$2.2 million	The construction contract was accepted (completed) 1/3/07.
4. MM 4.71 (in Hesperia, intersection of Three Flags Court and US 395)	Increased traffic volumes.	Install traffic signals, safety lighting, and curb ramps.	To move traffic safely through the intersection.	Caltrans Minor A - \$445,000	The construction contract was accepted (completed) 3/11/08.
5. MM 12.3-12.9	Increased traffic volumes	Widen and improve intersection of US 395 and Mojave Drive.	To improve traffic movement through intersection.	Caltrans	Construction start date estimated to be March 2010.
6. MM 15.7 (in Adelanto, at Air Base Road)	Increased traffic volumes.	Install traffic signals and widen shoulder.	To move traffic safely through the intersection.	Caltrans Minor A \$1.9 million	Projected completion date = April 2008.



## U.S. Highway 395 SAFETY CORRIDOR ACTION PLAN

SIGNING, STRIPING AND ENGINEERING					
MM OR LOCATION DESCRIPTION	OBSERVATION/ PROBLEM	SUGGESTION OR ACTION	DESIRED RESULT	ACTION AGENCY/ FUNDING	STATUS
7. MM 20-23 (9 miles north of SR 18 to 13 miles south of Kramer Junction).	Increased traffic volumes.	Passing lanes and vertical realignment.	To improve sight distance and create safe passing areas.	Caltrans	PSR scheduled for completion in June 2009.
8. MM 19.05-35.6 (in Adelanto, 8 miles north of SR 18 to 11 miles south of Kramer Junction)	Increased traffic volumes.	Widen median rumble strips and shoulders; install median and shoulder rumble strips; and construct turnouts.	To prevent traffic from using shoulders as a passing lane.	Caltrans \$42 million	Rights of entry for environmental studies are delayed. Change in policy concerning notification vs. signed acceptance for entry rights may help expedite remaining rights of entry. Construction start date estimated to be March 2010.
9. MM 20.1 – 33.0 (in Adelanto, from 14.4 kilometers north of Palmdale Road to 17.47 kilometers south of Kramer Junction)	Additional passing areas needed.	Construct passing lanes and adjust vertical alignment.	To improve sight distance and create safe passing areas.	Caltrans \$24 Million	Future project – to be determined.
10. MM 36.2-45.3 (from 10 miles to 0.6 miles south of Kramer Junction.	Additional passing areas needed.	Adjust vertical grade/curve at two locations and construct passing lane.	To improve sight distance and create safe passing areas.	Caltrans	PSR was due 5/05. PA&ED is scheduled for 6/13. Schedule will be re-examined upon completion of the PSR.
11. MM 45.4-46.5 (Junction U.S. 395 & Kramer Junction)	Increased traffic volumes.	Widen roadway.	To increase roadway capacity.	Caltrans \$3 Million	Project was re-activated in 5/05. Projected completion date = 2008.
12. MM 45.0 – 46.0	Kramer Junction		Railroad grade separation	Caltrans	Future project. To be determined.
13. MM 46.0 – 52.0 (Junction 58 to Federal Prison Camp)	Routine roadway maintenance needed.	Overlay with ROGAC.	To improve roadway surface.	Caltrans \$1.4 Million	Completed.

## PUBLIC INFORMATION AND EDUCATION



## U.S. Highway 395 SAFETY CORRIDOR ACTION PLAN

ACTION	MECHANISM	DESIRED RESULT	AGENCY/FUNDING	STATUS
1. Develop a logo and slogan for the corridor.	Task force to develop/approve slogan and logo.	To provide a strong identifying factor for the task force and its activities.	CHP	Accomplished.
2. Conduct a news conference to announce task force efforts and enhanced enforcement efforts.	On May 8, 2006, a news conference announced funding for the second year of focused enforcement on U.S. 395.	To announce task force activities, raise awareness of safe driving practices and notify the public of enhanced enforcement on the corridor.	CHP	Accomplished.
3. Print rack cards and posters that emphasize safe driving practices.	Printed material to be distributed through agencies involved on the task force, local businesses, schools, clubs, and other public forums.	To remind/educate drivers of safe driving practices and thus reduce collisions on the corridor.	CHP/PT0507	Accomplished..
4. Develop public awareness of the safety corridor as vehicles enter the corridor.	Install safety corridor signs along the corridor.	To remind drivers that I-8 is a safety corridor and will have extra enforcement to encourage safe driving habits.	Caltrans	Accomplished.
5. Order public information items imprinted with the task force logo and slogan to acquaint the public about the corridor project.	Use fairs and other public forums to distribute promotional items to the driving public who use the corridor.	To raise driver awareness that extra law enforcement efforts are being focused on the U.S. 395 corridor.	PT0507	Accomplished.

### ENFORCEMENT

<b>PROBLEM DEFINITION:</b> The majority of the collisions on the corridor are caused by speeding drivers, tailgating and unsafe passing. The task force agreed that enhanced enforcement would be helpful in reducing Vehicle Code violations, and thereby reduce the number of collisions on the corridor.
<b>ACTION:</b> The CHP Victorville and Barstow Area increased their presence on the corridor. Officers paid special attention to citing rules-of-the road violations, especially unsafe speed. In addition, they were alert for people who were driving under the influence. Services and assistance provided by law enforcement to motorists on the corridor also increased.
<b>MECHANISM:</b> Funding for overtime to enhance enforcement on the corridor was secured through a grant project agreement with OTS.
<b>DESIRED RESULT:</b> Increased law enforcement presence, along with increased contact through enforcement and motoring services, to encourage drivers to comply with the <i>Vehicle Code</i> and thus reduce collisions.
<b>FUNDING STATUS:</b> Enhanced enforcement was funded through and OTS grant.



## **Annex C**

### **Project Operational Plan**

**PT0507, Corridor 5 Safety Corridor**

**Don't Pass on Safety!**

**Highway 395**

**OPERATIONAL PLAN**

**ACTIVITY PHASE: MAY 1, 2006 TO APRIL 30, 2007**

Please enter Special Project Code **543** on CHP 415s and enforcement documents (citations).

Please record the use of nonuniformed personnel overtime on the CHP 71s by entering the OTS project number (PT0507) in the "remarks" column adjacent to the date the overtime is worked. By the tenth day of the month following the pay period in which the overtime was worked, forward a copy to the CHP 71 to Accounting Section, Fund Accounting Unit.

**NOTE:** Before personnel at the Office Services Supervisor I or Communications Supervisor I level are authorized to work project reimbursed overtime, all rank and file office or dispatch staff must have been offered and declined the opportunity to work the overtime.

**IMPORTANT:** Please ensure that all original CHP 415s and copies of CHP 71s and travel expense claims are saved for four years after the project has ended, because these documents are subject to audit.

**PROJECT GOAL**

To reduce fatal and injury **victims** on Highway 395 Safety Corridor as established by the Highway 395 Safety Corridor Task Force. The reduction will be measured during the Implementation Phase of the project, which is **May 1, 2006, through April 30, 2007**.

**Exact goals for Highway 395 will be established by May 31, 2006.**

**PROJECT OBJECTIVES**

1. To identify the corridor. Task force members will be identified and the initial meeting for the corridor will be scheduled by **February 28, 2006**. **Completed.**

2. To provide OTS with the required documentation of local support by **April 30, 2006**.  
**Completed.**
3. To issue an operational plan by **February 28, 2006**, establishing the method of operation and the policies applicable to carry out the grant program. **SPS**
4. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English for each corridor upon site selection by **April 30, 2006**. **Completed.**
5. To identify task force members and schedule the initial task force meeting by **February 28, 2006**. **Completed.**
6. To conduct a minimum of **four** task force/coalition meetings during project's Implementation Phase (May 1, 2006, to April 30, 2007).
6. To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the corridor, and to identify potential short- and/or long-term solutions to the problems by **October 31, 2006**.
7. To implement at least two potential solutions per corridor within 12 months after each initial task force convenes by **April 30, 2007**.
8. To deploy officers on project-funded overtime along appropriate routes to enforce traffic violations consistent with the identified "top five" reportable collision primary collision factors) PCFs) during the project Implementation Phase (May 1, 2006, to April 30, 2007).
9. To conduct a public awareness campaign to include the issuance of a news release announcing the kick-off of the Highway 395 project by **April 30, 2006**.
10. To develop a project logo by **April 30, 2006**.
11. To conduct at least one public affairs officer (PAO) presentation per month during the period of **May 1, 2006, to April 30, 2007**.

**PAO PRESENTATIONS**  
**Highway 395**

<b>Month</b>	<b>Location</b>	<b># of Attendees</b>
<b>May 2006</b>		
<b>June</b>		
<b>July</b>		



<b>August</b>		
<b>September</b>		
<b>October</b>		
<b>November</b>		
<b>December</b>		
<b>January 2007</b>		
<b>February</b>		
<b>March</b>		
<b>April</b>		

12. To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and BT&H logos. Materials are to be distributed at appropriate venues by **April 30, 2007**.
13. To use the following standard language in all press and media materials: **“Funding for this program was provided by a grant from the California Office of Traffic Safety.”**
14. To develop and include with the Final Report a *Safety Action Plan* addressing the traffic safety issues specific to Highway 395 by **February 28, 2008**. SPS

## **Method of Procedure**

### Phase I– Program Preparation (December 1, 2005, through April 30, 2006)

1. For each corridor:
  - a. Select the corridor.
  - b. Identify prospective task force members.
  - c. Request a letter of support from city(ies)/counties that may be involved in the grant.
  - d. Locate a convenient meeting place.
  - e. Prepare an initial agenda that includes project goals and objectives and overview of grant funding resources and guidelines.
  - f. Collect and format three years of corridor collision data for analysis by the task force and Grants Management Section. Data will include, at a minimum,

the location, primary collision factor, time of day, day of week, and month of year for all fatal and injury collisions.

- g. Begin the procurement process to acquire grant-funded equipment.
  - h. Develop a deployment strategy using project-funded enforcement overtime
  - i. Conduct an initial task force meeting.
- 2. The operational plan will be developed, published, and issued.
  - 3. The project logo will be developed.
  - 4. The OPI will:
    - a. Prepare and secure required OTS approvals (all news releases must be approved by CHP Grants Management Section via e-mail for fax) and issue the pre-project news release. SPS/CHP Area
    - b. Be responsible for writing minutes for all task force meetings. SPS
    - c. Prepare and complete all grant quarterly reports to be submitted to OTS. SPS
    - d. Submit requests for any necessary contractual documents, ensures that OTS receives copies of such requests, and provide copies of all executed contracts to OTS. SPS

Phase II – Implementation (May 1, 2006, to April 30, 2007)

Project-related activities will be completed. Participating commands and allied agencies will accomplish assigned enforcement tasks. The public awareness campaign will be conducted. Progress toward objective accomplishment and goal achievement will be reported. Activities should include:

- 1. Uniformed personnel will be deployed on overtime in support of project goals/objectives.
- 2. Allied agencies will participate, if applicable.
- 3. For the Highway 395 Safety Corridor:
  - a. The task force will meet quarterly, but may meet more often as necessary.
  - b. The task force will decide the most effective use of resources provided by the grant to meet the project goal of reducing reportable traffic collisions.

- c. The task force will identify at least four factors, including conditions and behaviors that can be changed to improve the roadway environment and the safety of the corridor. The task force will develop a *Safety Action Plan*, the final version of which will be published with the Final Report. At a minimum, the *Safety Action Plan* will include the following elements:
    - 🚗 Safety issues (concerns, problems, etc.).
    - 🚗 Safety solutions (short- and long-term).
    - 🚗 Assignment of responsibilities.
    - 🚗 Identification of funding sources.
    - 🚗 Implementation schedule.
  - d. Following identification of conditions and behaviors affecting traffic safety on the corridor, the task force will develop and conduct a public information and education campaign.
  - e. During the Implementation Phase, the task force will implement at least two solutions identified in its plan.
4. The OPI will report progress toward the project goal(s) and objectives in quarterly reports through channels to OTS.

Phase III – Data Gathering and Analysis (May 1, 2007 to December 31, 2007) SPS

With the assistance of the Victorville and Barstow CHP Areas, the Special Projects Section Corridor Safety Unit will gather information on task force activities. Collision data will be collected by the involved Areas to support goal progress reporting. Although not a project goal or objective, citations issued by officers on project-funded overtime will be coded with a special project code to track the number of citations written, type of vehicle cited, and the violation. Data related to achievement of the project goal/objectives will be compiled and analyzed for inclusion in the final report.

Phase IV – Final Report and Executive Summary (October 1, 2008, through November 30, 2008) SPS

A Final Report and Executive Summary will be prepared specific to each corridor by the SPS project coordinator. The Final Report will include a Safety Action Plan.

## BUDGET SUMMARY:

This Traffic Safety Corridor Project is funded through Office of Traffic Safety grant #PT0507. The grant provides funds the following funds for the Highway 395 project:

### Enhanced Enforcement Overtime:

	<b>FFY1</b> (5/1/06 to 9/30/06)	<b>FFY2</b> (10/1/06 to 4/30/07)
<b>Sergeant (245 Hrs)</b>		
Victorville	69	96
Barstow	33	47
<b>Officer (2,460 Hrs)</b>		
Victorville	687	960
Barstow	338	475
<b>Pilot &amp; Observer (92 Hrs)</b>	38	54
<b>Dispatcher (61 Hrs)</b>	25	36
<b>Clerical (60 Hrs)</b>		
Victorville	15	25
Barstow	8	12

### Contractual Services

Allied Agency \$20,000.00  
(\$6,666 each for Victorville, Hesperia, and Adelanto Police Departments)

### Other Direct Costs

Promotional Items \$1,500.00  
(includes incentive handouts such as pens, key fobs, etc.)  
Educational Materials \$5,586.49  
(\$5,000 will be used to pay for Mavericks game sponsorship)  
Meeting room rental \$1,200.00  
Support equipment NONE  
Fixed-Wing Aircraft Operating Costs (77 hours) \$5,775.00

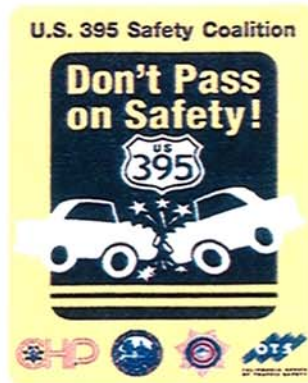
**TOTAL**

**about \$200,000**



## **Annex D**

### **Press Release**



Date: April 25, 2006

Contact: S.L. White  
Public Affairs Officer  
Victorville Area  
14210 Amargosa Road  
Victorville, CA 92392  
(760) 241-1186  
(760) 241-6409 FAX

## **DON'T PASS ON SAFETY- U.S. 395 SAFETY CORRIDOR**

The U.S. 395 Safety Coalition was formed as a joint task force comprised of the CHP Victorville Area, CHP Barstow Area and San Bernardino County Sheriff's Department (Adelanto, Hesperia, and Victorville Police Departments).

The goal of the coalition is to reduce the number of fatal and injury victims on the U.S. 395 Safety Corridor, which is on U.S. 395 from I-15 to approximately 16 miles north of SR 58. The goal will be accomplished through the use of a traffic safety grant, which will fund extra enforcement on the corridor from May 1, 2006, through April 30, 2007.

This is the second year of the traffic safety grant. During the first year, April 1, 2005 through March 31, 2006, over 3800 citations were issued in the safety corridor. This extra enforcement, combined with the public education program and roadway improvements made by Caltrans resulted in a tremendous success of no fatal collisions in the CHP Victorville jurisdiction and a total reduction of 58% in fatal collisions and 63% in fatal victims in the entire corridor from the previous year.

The officers will continue enforcing all traffic laws with a special emphasis on the apprehension of the aggressive driver, including people speeding and making unsafe passes or turns, and drivers under the influence of alcohol and/or drugs. Officers will also strictly enforce the use of seat belts and child passenger restraints. Funding for this program was provided by a grant from the California Office of Traffic Safety.

This effort is strongly supported by state, county, city organizations, and officials, along with the public in local communities. Caltrans is assisting with roadway improvements and additional signs for the area.



The enforcement will be accompanied by an educational campaign to inform the public of the dangers which result from the driving behaviors mentioned above. In California, over 50 percent of people killed in traffic collisions were not wearing a seat belt, and 49 percent of all traffic deaths are alcohol related. The leading cause of all collisions is speeding. The U.S. 305 Safety Coalition will target these issues to increase the safe of U.S. 395 for the motorists who use it.



## **Annex E**

### **News Articles**



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## Highway 395 to become expressway

Future realignment is already impacting local planning decisions

HILLARY BORRUD JANUARY 21, 2007

VICTORVILLE — Tired of getting stuck behind slowmoving semi trucks on Highway 395? Getting around on the highway is going to become easier, but don't expect it to happen anytime soon.

San Bernardino Associated Governments plans to unveil proposals on Jan. 29 to realign Highway 395 and convert the route into an expressway between Interstate 15 and Highway 58.

The improvements expand Highway 395 to three lanes in each direction between I-15 and Palmdale Road and should improve traffic flow by separating slow truck traffic from faster moving vehicles, said SANBAG spokeswoman Cheryl Donahue.

As an expressway, 395 will have fewer entrance and exit points, with interchanges along the six-lane portion and pocket exit lanes along the four-lane section, Donahue said.

But construction on the project won't begin until 2015 at the earliest.

SANBAG and Caltrans will begin separate environmental studies with the goal of selecting a route that cities and the county can include in their general plans. SANBAG studied five possible realignment plans in 2001, but rapid development around the current Highway 395 has rendered those plans obsolete.

The three latest proposals will be presented at a joint council meeting for Adelanto, Apple Valley, Hesperia and Victorville at 6 p.m. on Jan. 29 at the Mojave Desert Air Quality Management District building. Council members will represent the cities and

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\$200,00 home for \$150,000

## Unidentified man dies in accident, another injured

FEBRUARY 21, 2007

VICTORVILLE - One man was killed and another is in intensive care following a collision between a tractor-trailer and a pickup early Tuesday morning, authorities said.

Around 12:11 a.m. the big rig was headed north on Highway 395 and a Chevrolet pickup was traveling west on Palmdale Road.

At the intersection, one of the motorists had a red light - and one of them didn't stop. Officials have yet to determine which driver was at fault, said Traffic Sgt. John Mattke of the San Bernardino County Sheriff's Department Victorville station.

Two unidentified men in the pickup are believed to be about 20 years old. The passenger was pronounced dead at the scene and the driver was flown by air ambulance to Loma Linda University Medical Center where he is in critical condition, Mattke said.

There was no identification in the vehicle and officials are hoping to reach their families by sorting through missing persons reports.

"The impact of the collision was so great on the Chevy that the bed of the pickup separated from the vehicle.

The Kenworth was rolled over on its side as well. It appears he tried to avoid the collision by turning wheel to left and overcorrected to the right," Mattke said.

The passenger who died was not wearing a seat belt.

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Highway 395 was closed from Palmdale Road to Mojave Drive until 6 a.m. Tuesday.  
Mattke said the tractor-trailer was transporting watermelons and corn.

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## News Article

**Caltrans, SANBAG studies target dangerous Highway 395** 7/23/2007

# Caltrans, SANBAG studies target dangerous Highway 395

11:49 PM PDT on Sunday, July 22, 2007

By IMRAN GHORI  
The Press-Enterprise

With another deadly crash on Highway 395 fresh on their minds, High Desert officials are calling for quicker improvements to the two-lane highway.

Both Caltrans and San Bernardino Associated Governments, the county transportation planning agency, have studies underway for a proposed realignment of a 44-mile stretch of the highway from Interstate 15 to just north of Highway 58. But it could take at least a decade before any construction begins.

Adelanto Mayor Jim Nehmens said he backs the realignment project but believes money from the studies should be diverted to make improvements on the existing roadway. At his and Victorville Mayor Mike Rothschild's urging, SANBAG's mountain/desert subcommittee will discuss the matter at its August meeting.

Story continues below



SOURCE: SANBAG

THE PRESS-ENTERPRISE



"We have to take whatever measures we can to make it a safe highway," Nehmens said.

The rural highway is one of the deadlier routes in the county, said California Highway Patrol Officer Mario Lopez, who is assigned to the agency's Inland division.

Between 2003 and 2005, 28 people died in accidents on the highway, according to SANBAG. NBC's "Dateline" identified it as one of the most dangerous two-lane highways in America.

Most recently, four people from an Upland church group -- three of them teenagers -- were killed in a fiery three-car crash just west of Barstow on June 23.

#### Longtime Discussion

"That section of highway is Death Row," said James Eckley, of Corona, whose 15-year-old grandson Nick Libutti, of Upland, was among those killed last month.

After the accident, Eckley began reading up on 395 and grew angrier as he learned more. He questioned why the highway doesn't have a center median to separate traffic.

"They should have done something about it a long time ago," Eckley said.

Efforts to improve 395 have been discussed for years, with Caltrans commissioning a corridor study as far back as 1990. The realignment proposal has been under consideration since 2002, when SANBAG and Caltrans partnered with Inyo, Mono and Kern counties to fund the \$14 million study.

The project, which would cost more than \$1 billion, would move the highway to the west so that it no longer goes through the center of Adelanto, while also widening it to four lanes.

The realignment would help relieve congestion by separating truck and recreational traffic from local vehicles, SANBAG officials say. Over the past 15 years, traffic on Highway 395 has increased by 80 percent, according to a January report by the agency. About 25,000 vehicles travel the route each day, with trucks representing 18 percent, according to a 2005 study.

Traffic is only expected to get worse with population in the Victor Valley cities forecast to grow by 150 percent by 2035.

The Caltrans study is not expected to be finished until the end of 2011, although project manager Wendy Li calls that an optimistic timeline. Once the study is complete, it will take another three to four years to finish the next phase of reports required for state and federal approval of the project before any construction can begin, she said.

Funding for the project, which will most likely be built in phases similar to the construction of Interstate 210, remains to be identified.

#### Research in Progress

SANBAG's realignment study only deals with a 22-mile stretch from I-15 to north of Adelanto but is aimed at designating the corridor before potential highway land is gobbled up by development, a problem that occurred with a previous study, said Deborah Barmack, SANBAG director of management services.

Nehmens, who believes it could be another 20 years before the realignment is built, said funds from one of the studies could be used to pay for widening the highway now. The money could be paid back through fees from future development along the corridor, he suggested.

But diverting money now from the SANBAG study would halt that effort while the agency would have to negotiate with the other parties if it reduced its \$4 million contribution to the Caltrans study, Barmack said

Two projects are underway by Caltrans to make improvements to the route, Li said. Construction of a \$30 million safety improvement project to widen medians and shoulders and add rumble strips and turnouts is expected to begin in 2010, she said.

Another \$50 million project to widen the roadway to four lanes is expected to come up for approval late next year, although it has no funding or construction timetable yet.

Barmack said she plans to outline those efforts to the subcommittee next month and hopes they agree that the agency is pursuing the best strategy to improve the highway.

"There's a number of projects underway and we just have to do everything we can to make sure they're delivered as soon as possible," Barmack said.

Author Name

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- ☐ [Empty Patrol Car Hit While Officer Writing Ticket](#)
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- ☐ [07/23/07 - NEWS CLIPS INDEX](#)

## California Highway Patrol Intranet

[News Home](#)**News Article****Forbes rates Inland commute nation's unhealthiest** 7/27/2007**Forbes rates Inland commute nation's unhealthiest**

10:00 PM PDT on Thursday, July 26, 2007

**By SONJA BJELLAND**  
**The Press-Enterprise**

The Inland Empire earned another title this week -- the home of America's unhealthiest commute.

A report by Forbes Magazine bestowed the claim on the Riverside/San Bernardino region following a study on air pollution, traffic fatalities and commute times.

Inland officials say they're already working on repairing those problems.

To compile the rankings, Forbes looked at particle pollution levels, the estimated time people spend in rush-hour traffic and the per-capita rate for fatal car accidents.

Each region was divided by its metropolitan statistical area. The Riverside, San Bernardino and Ontario area includes all of Riverside and San Bernardino counties with a total population of 4,026,135, according to the Forbes report.

It was followed by Atlanta-Sandy Springs-Marietta and Los Angeles-Long Beach-Santa Ana area.

The California Highway Patrol has been working throughout the region to reduce traffic fatalities by focusing on speeding drivers, driving under the influence and passengers not wearing seat belts, said Officer Mario Lopez, with the CHP's Inland Division office.

In addition to citations, the CHP is working to educate the public by using such programs as Start Smart, which works with young drivers.

The Riverside and Barstow areas both have higher numbers of fatalities, Lopez said. But the growing population has been a major factor in the increasing numbers. CHP officers respond to and investigate many of those fatal traffic collisions and a growing number of other calls.

"They're still doing the work with the same amount of officers we had five to 10 years ago," Lopez said.

Other agencies are working on the other aspects. Riverside County Transportation Commission spokesman John Standiford said that agency is working to improve commutes with highway projects and bringing more jobs to the area so people do not have to make such long commutes. That can also affect safety on dangerous two-lane roads, such as Winchester and Cajalco roads.

"Especially on lengthy commutes, that's something that the agency can do to make a difference," Standiford said.

**From:** Michaela Meltzer  
**To:** AIMS\_ALL  
**Date:** 6/27/2007 8:32:51 AM  
**Subject:** Unusual Incident -- FATAL TRAFFIC COLLISION CAUSES A COMPLETE CLOSURE OF US-395 FOR NEARLY 15 HOURS

CHP3 00012 06/27/07 08.31.52  
BAR6 00040 06/26/07 10.17.07

N002 ALL COMMANDS  
06-26-07 1016 DST

TO: CHP HEADQUARTERS, ASSISTANT COMMISSIONER FIELD  
INLAND DIVISION AND ALL COMMANDS

SUBJECT:

FATAL TRAFFIC COLLISION CAUSES A COMPLETE CLOSURE OF US-395 FOR NEARLY 15 HOURS.

SYNOPSIS:

A MULTI VEHICLE COLLISION RESULTED IN FIVE FATALITIES AND TEN INJURIES ON US-395.

SUMMARY:

ON JUNE 23, 2007, AT APPROXIMATELY 1505 HOURS, A FORD PICKUP TRUCK TOWING A FIFTH-WHEEL TRAVEL TRAILER DRIVEN BY EDWARD BATES, 63, OF WALNUT, CA, WAS TRAVELING NORTHBOUND ON US-395, FIVE MILES SOUTH OF SR-58. A 28 YEAR OLD FEMALE FROM UPLAND, CA, WAS DRIVING A LARGE CAPACITY VAN TRANSPORTING A TOTAL OF 11 OCCUPANTS BELONGING TO A CHURCH YOUTH GROUP FROM UPLAND, CA. FOR UNKNOWN REASONS THE TRAILER BEING TOWED DRIFTED OFF THE RIGHT EDGE OF THE ROADWAY. THE PICKUP DRIVER OVERCORRECTED CAUSING HIS VEHICLE TO CROSS OVER THE DOUBLE YELLOW LINES AND INTO THE SOUTHBOUND LANES. THE PICKUP TRUCK AND VAN COLLIDED HEAD-ON. THE IMPACT CAUSED THE PICKUP AND TRAILER TO OVERTURN WHERE THE CAB WAS SHEARED FROM THE FRAME. THE CAB CAME TO REST ON ITS TOP IN THE NORTHBOUND LANE WITH THE DECEASED PASSENGER TRAPPED. A TOYOTA COROLLA DRIVEN BY SONDR A CRAFT, 18, OF BISHOP, CA, STRUCK THE TRAVEL TRAILER WHICH WAS COMING TO REST IN THE SOUTHBOUND LANES.

THE VAN CAME TO REST ON THE DIRT SHOULDER WHERE IT CAUGHT FIRE. NUMEROUS MOTORISTS STOPPED TO RENDER ASSISTANCE BUT DUE TO THE FIRE'S INTENSITY WERE UNABLE TO RESCUE FOUR OF THE OCCUPANTS.

ACTIONS TAKEN AND CONTEMPLATED:

FIVE BARSTOW AREA UNITS RESPONDED ALONG WITH SERGEANT M. BLACK, #11840, WHO ASSUMED INCIDENT COMMAND RESPONSIBILITIES. FIVE FATALITIES WERE CONFIRMED AT THE SCENE AS A RESULT OF THE COLLISION. TEN PASSENGERS BETWEEN THE THREE VEHICLES WERE TRANSPORTED TO FOUR DIFFERENT AREA HOSPITALS BY AIRSHIP AND GROUND AMBULANCE. LT. STURGES AND CAPTAIN MCCREARY WERE NOTIFIED WHO IN TURN NOTIFIED ASSISTANT CHIEF ABELE. CHIEF ABELE AND LT. STURGES RESPONDED TO THE

SCENE. INLAND DIVISION MAIT WAS NOTIFIED AND RESPONDED TO ASSIST WITH THE INVESTIGATION. APPROPRIATE NOTIFICATIONS WERE MADE TO ENTAC AND INLAND TMC. CALTRANS WAS NOTIFIED FOR THE EXTENDED ROAD CLOSURE. ALL LANES WERE OPENED AT APPROXIMATELY 0600 HOURS. NO INJURIES OR DAMAGE TO CHP PERSONNEL OR EQUIPMENT.

REFER: SERGEANT M. BLACK



## **Annex F**

### **Promotional Items**

**Don't Pass**

## U.S. 395 SAFETY COALITION



- Pass with care and only in passing zones.
- Be patient, and take your time.
- Never drink and drive; always designate a driver, and remember....

***Always buckle up!***







## **Annex G**

### **Rack Cards: English and Spanish**

**Be a Part of the  
Solution, Not the  
Problem!**



"You will see more officers enforcing traffic laws and aiding motorists on U.S. 395 as a response to the concerns of the community."

Here are some important safe driving reminders:

**PASS** with care and only in passing zones.

**Obey all traffic laws.**

## Slow Down.

Be patient, and take your time.

**NEVER** drink and drive;  
always designate a  
driver.

And remember  
...ALWAYS buckle up!



\*Dial 911 to report a drunk driver.

\*If you have any comments or suggestions, call 1-800-TELL-CHP.



## U.S. 395 Coalición de Seguridad

# No Siga Adelante Sin Seguridad!



## La Seguridad vial es un Esfuerzo comunitario

Usted notará más oficiales que estarán haciendo cumplir las leyes de tránsito y ayudando a los conductores que transitan el U.S. 395, como respuesta a las preocupaciones de la comunidad.

A continuación encontrará algunos consejos importantes sobre la manera de conducir prudentemente:

**Rebase con precaución y únicamente en las zonas donde es permitido hacerlo.**

**Obedezca todas las leyes de tránsito.**

**Reduzca su velocidad.**

**Tenga paciencia y tome el tiempo que sea necesario.**

**Si toma no maneje: Siempre designe a un conductor sobrio.**

**Y recuerde  
....SIEMPRE abróchese su cinturón de seguridad!**

**Marque el 911 para reportar a un conductor ebrio.**

**Si usted tiene algún comentario o sugerencia, llame al 1-800-TELLCHP.**

